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# THE AMERICAN ELEVATOR AND GRAIN TRADE

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
Mitchell Brothers Publishing Co.

VOL. XXXI.

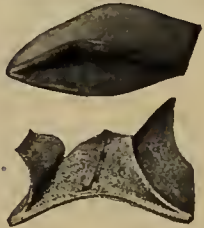
CHICAGO, ILLINOIS, MAY 15, 1913.

No. 11.

One Dollar Per Annum.  
SINGLE COPIES, TEN CENTS.

## IF THE PLIES

of your belt separate like  
this it wasn't



## "R. F. & C." Solid Woven Rubber Belt

The "R. F. & C." gives MAXIMUM of strength and  
MINIMUM of stretch. Eliminates all belt troubles.

A sample will prove most convincing evidence;  
send for it.

**W. H. SALISBURY & CO., Inc.**

Pioneer Rubber Belt Manufacturers in the West  
CHICAGO, ILLINOIS



New York

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San Francisco

Be sure it's the

## "MOHAWK"

brand of rubber  
belting.

Order of your build-  
ing contractor or  
dealer or write us  
direct.

Consign your Grain and Field Seeds to

# Somers, Jones & Co.

82 Board of Trade, CHICAGO



**MINNEAPOLIS SEED  
COMPANY**

# SEEDS

Timothy Our Specialty

**MINNEAPOLIS, - MINN.**

TRADE MARK REGISTERED IN U. S. A.

## Elevator Machinery and Supplies

FLOUR AND FEED MILL MACHINERY

STEAM AND GAS ENGINES

Pulleys, Shafting, General Power Transmission Machinery, Roll  
Grinding and Corrugating

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General Office and Factory  
LEAVENWORTH, KAN.

Warehouse and Salesrooms  
1221-1223 Union Ave.  
KANSAS CITY, MO.



## New Shops Of Barnard & Leas Mfg. Co.



**New Tools    New Appliances    New Conveniences**  
**Larger Capacity    Improved Facilities**  
**This is a Full Line House**

We make from the crude material every machine needed in a modern flour mill. We are not engaged in any side lines to distract and divide our time and attention.

It will be to your advantage to give this model plant a trial on your next order.

**BARNARD & LEAS MFG. CO.**

**MILL BUILDERS AND  
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



# None Better than THE WESTERN LINE

In competition with other grain elevators and milling machinery for over forty years, the "Western" line of separators, cleaners and shellers have stood supreme.

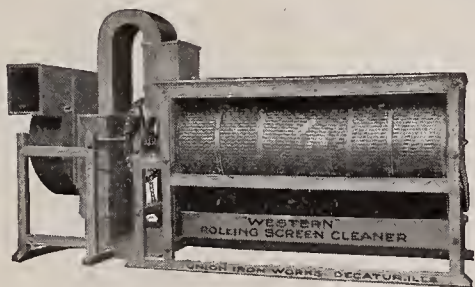
The shelling and cleaning of corn and other grain has been a life study with us. Our machines meet every demand and do perfect work. For this reason you will find more "Western" machines in operation today than all other makes; a high testimonial of their worth.

Don't forget that your profits depend largely upon your facilities for handling grain and the condition in which it reaches the market. Poorly shelled and cleaned corn, means low grades every time.

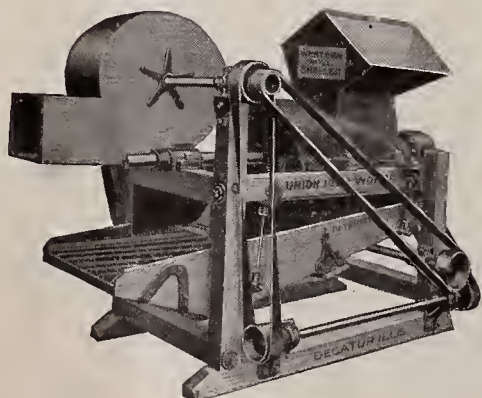
When you buy a "Western" you insure best results, a machine with which all others are compared, the pioneer backed by over forty years of success. "Western" machines are dividend producing investments to elevator operators.

## "Western"

stands for  
simplicity,  
superiority  
and  
satisfaction  
in machinery



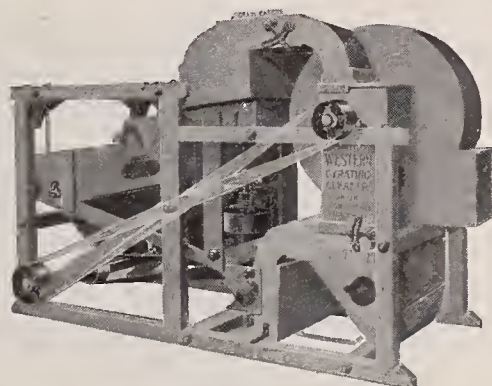
"Western" Rolling Screen Cleaner



"Western" Mill Sheller



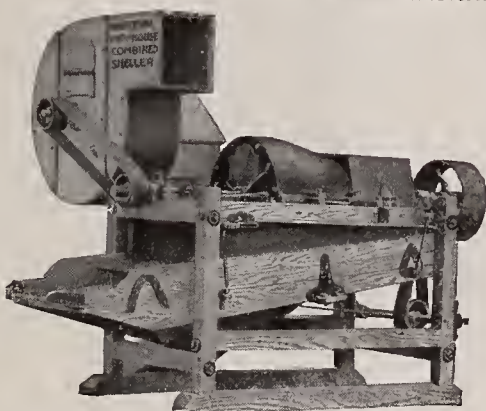
"Western" Regular Separate Warehouse Sheller



"Western" Gyration Cleaner



"Western" Pitless Sheller



"Western" Warehouse Combined Sheller

## BUY A "Western"

It means  
an end of  
your  
machinery  
trouble

Elevator operators contemplating building, remodeling, or making machinery replacements should investigate thoroughly the "Western" line of separators, cleaners and shellers before purchasing.

Take our gyration cleaner, for instance. It solves the grain cleaning question. It handles grain of all kinds, better and cheaper than any other cleaner of equal capacity in the market. It makes a perfect separation, more evenly balanced, less vibration, better control, greater durability and is the most convenient and least expensive to install.

Our shellers solve the corn shelling problem. They are constructed so as to accommodate any elevator built. They have greater capacity, more positive feed and prevent

cracking of corn and breaking of cob. Neither can corn jump out of the hopper.

They can be adjusted to all kinds and conditions of corn while running at full speed.

We guarantee "Western" machinery to be as represented in every respect. Ask any operator using "Western" machinery.

We also carry a complete line of grain handling, conveying, elevating and power transmission machinery and can fill your most necessary wants at once.

*Let Us Send You Our Complete  
General Catalog*

# UNION IRON WORKS

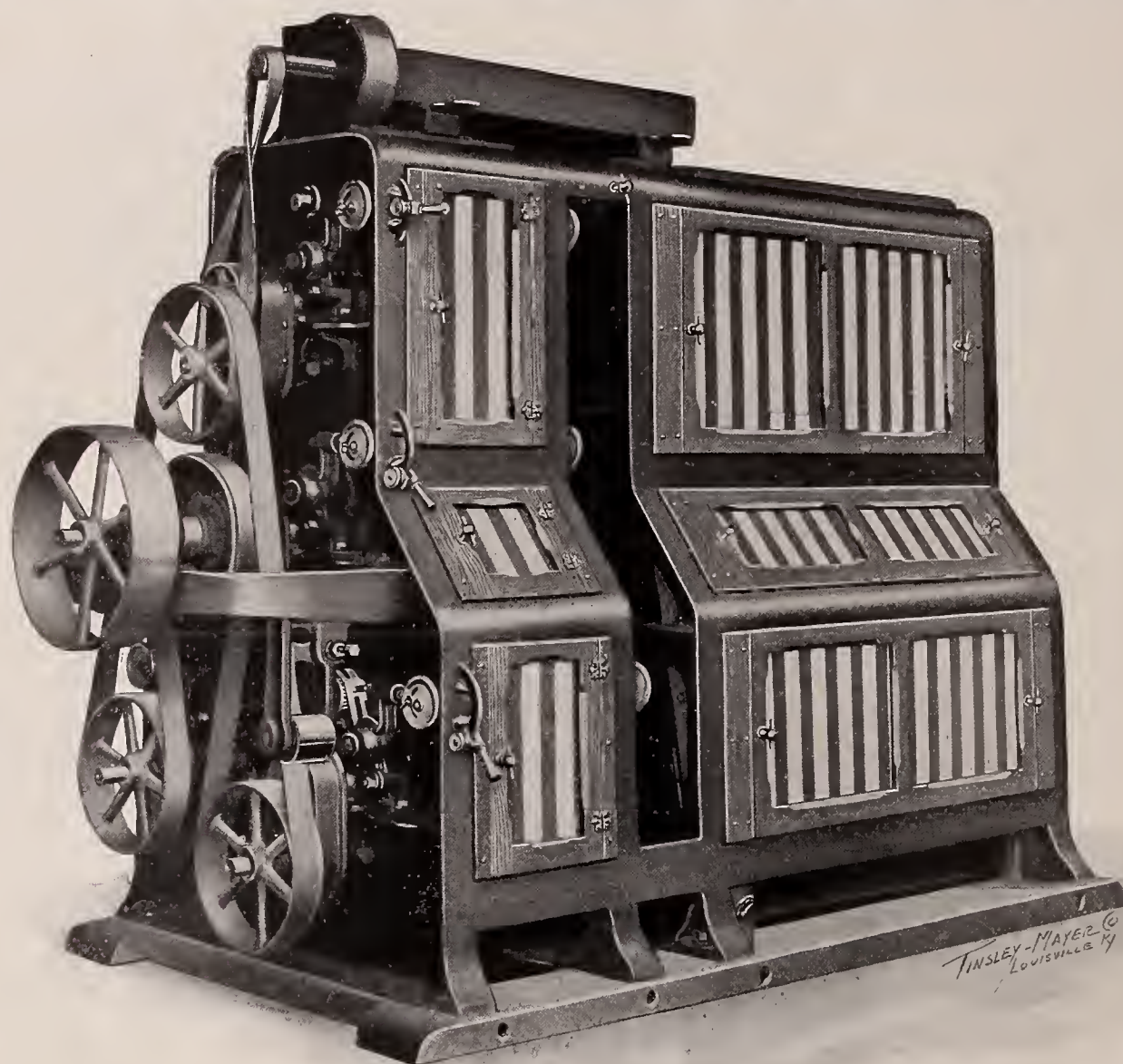
DECATUR, ILLINOIS



# MONEY and FLOUR

Are being made by other Elevators using the

## "MIDGET" MARVEL Self-Contained 25-Barrel Roller Flour Mill



Why not investigate the proposition to turn **your Elevator** into the best money maker.

Read what two Elevator owners have to say of their "Midget" Marvel—neither of them knew anything about flour making until they put in this wonderful mill. It is so simple that any intelligent man can successfully operate it and make good flour. Then too, it takes only about 4 H. P., which your engine can furnish and not miss.

Rossville, Ind., July 31, 1912.

Anglo-American Mill Co., Owensboro, Ky.,

Gentlemen:—The flour made on our "Midget" Marvel is giving extra good satisfaction and beyond our expectation. As it looks to us now, the proposition here has a bright future. The mill is a great wonder to all, and have had some very good men looking it over, principally grain men. We extend our regards to all who have come in contact with our deal.

Yours respectfully,  
McCOMAS & HORNBECK.

Jamestown, Kan., August 15, 1912.

Anglo-American Mill Co., Owensboro, Ky.,

Gentlemen:—Our "Midget" milled flour is selling readily in the towns of Jewell City, Randall, Scottsville, Kackley, Burr Oak, Mankato and Concordia. We have sold a carload in Concordia, right where they have a 500-barrel mill. Now, Mr. Little, if you come to Kansas this fall, don't fail to be our guest; we will have a royal time and show you the most complete "Midget" milling plant in the world.

Yours respectfully,  
GIFFORD BROS.

LATER—March 1, 1913.

"We want to say to you at this time, that we consider the 'Midget' the best investment we have ever made."  
Respectfully, GIFFORD BROS.

30 days' free trial—our guarantee reads as follows: "We further guarantee the **buyer** complete satisfaction and leave it entirely with **him** to say whether the "Midget" Marvel comes up to our description, guarantee and **his expectation.**" Could anything be stronger?

Write for our latest booklet "The Story of a Wonderful Flour Mill." We will be glad to send it to you.

## THE ANGLO-AMERICAN MILL CO.

404 Central Trust Building,

OWENSBORO, KENTUCKY

— "A Better Barrel of Flour Cheaper" —



# Machine=Molded Gears



We manufacture a very complete line of Gears 1-inch pitch and larger; they are noted for their strength, durability, true rims, accurate pitch and smooth running. Hence they are highly efficient and economical. If you use gears you should have our Catalog No. 34.

**H. W. CALDWELL & SON CO.,** Western Avenue, 17th to 18th Sts., **Chicago**

NEW YORK, Fulton Bldg., Hudson Terminal, 50 Church Street.

## Hotel La Salle

Chicago's Finest Hotel



### RATES:

#### One Person:

Room with detached bath, per day \$2 to \$3  
Room with private bath, per day \$3 to \$5

#### Two Persons:

Room with detached bath, per day \$3 to \$5  
Room with private bath, per day \$5 to \$8  
Connecting rooms and suites as desired.

Ernest J. Stevens, Vice Pres. & Mgr.  
La Salle at Madison St.

**T**HE largest metropolitan hotel in Chicago. World-famous for its luxurious and comfortable guest rooms, magnificent restaurants, appetizing menus and efficient service.

Hotel La Salle is at the very center of Chicago's activities and within easy walking distance of most of the theatres.

## International Sugar Feed Co.

Minneapolis, Minnesota

### MANUFACTURERS

International Sugared Dairy Feed  
International Special Molasses Feed  
International Sugared Horse Feed  
International Sugared Hog Feed

These feeds are unequalled in nutritive value. Sold by dealers everywhere

## THE INVINCIBLE-SYPHER

Electro Automatic Magnetic Separator



### Very Durable—Small Consumption of Current

Will positively remove all iron from the grain.

Has retaining force of 500 pounds, making it impossible for any iron to pass it.

This machine does not deteriorate with age—on the contrary actually becomes more efficient with use.

We are prepared to furnish a small inexpensive dynamo for it where current is not available.

## INVINCIBLE GRAIN CLEANER COMPANY

SILVER CREEK, N. Y., U. S. A.

### REPRESENTED BY

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C. L. Hogle, 526 Board of Trade, Indianapolis, Ind.  
Frank E. Kingsbury, Terminal Hotel, St. Louis, Mo.  
J. J. Crofut & Co., 613 McKay Bldg., Portland, Ore.  
Chas. H. Sterling, Jefferson House, Toledo, Ohio  
C. Wilkinson, 6027 Chestnut St., Philadelphia, Pa.  
F. H. Morley, 512 Traders Building, Chicago, Ill.  
McKain Mfg. Co., Los Angeles, Cal.  
Buckley Bros., Louisville, Ky.





## Take a Week Off and Go!

Monday, June the 2nd, the F. O. M. A. Convention at Kansas City opens. Friday, June the 6th, it closes. That means almost one solid week of general good fun. So surely you will take advantage of that pleasant time of the year and go!

There will be several fine exhibits, with the Wolf Exhibit right up in the front row of the finest.

It's our earnest intention to do our dead level best to make the Wolf Display the most attractive in Exhibition Hall. Not that we want to push our competitors into an obscure corner, but that we **do** want to give every miller attending the convention a good chance to see a wonderfully modern line of milling machinery.

Most of the machinery we will have on exhibition has been sold to the Kansas State Agricultural College, Manhattan, Kansas, where it will be used for experimental purposes and for teaching the art of milling.

The men who will be in charge of the Wolf Exhibit have made a study of milling problems the greater part of their lives, and if there are any questions you would like to ask, these men are capable of giving you a good, reliable, straight-from-the-shoulder answer.

Booths 51, 53, 55 and 57 constitute our section.

Take a week off and go!

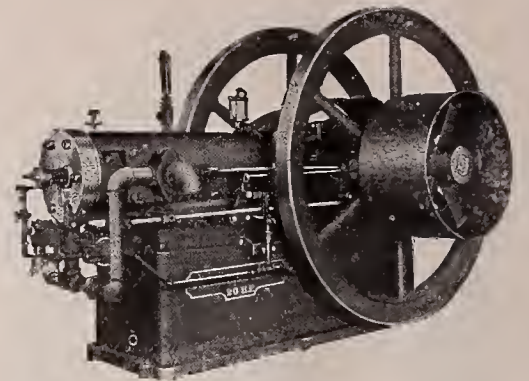
## GET AN ADDING MACHINE

You will attend the convention not only as a matter of pleasure, but as a matter of business. Many of you will be in the market for machinery. So as a special means of inducement for selling you an initial order of Wolf Machinery, which, candidly, we expect to result in succeeding orders later on, we will, **during convention week only**, make a present of a practical, handsome, reliable adding machine to every miller placing an order with us for \$25.00 worth or more of Wolf Machinery.

**THE WOLF COMPANY**  
CHAMBERSBURG, PA.

## POWER FOR YOUR ELEVATOR

*Keep your  
cost for power  
down to the  
minimum  
by using*



## Fairbanks-Morse Oil Engines

Full power developed on kerosene, gasoline or distillate.

Start quickly, run steadily.

Giving satisfaction in hundreds of elevators. They give you a drive that is cheap, convenient, dependable. Sizes 2 to 200 h. p.

*Write for Catalog No. 544U8.*

## Fairbanks, Morse & Co.

900 South Wabash Avenue

Chicago, Ill.

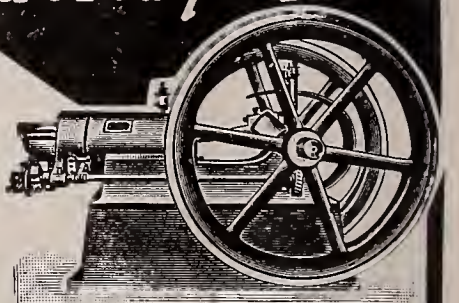
Fairbanks Scales, Oil and Gasoline Engines, Electric Motors,  
Electric Light and Power Plants, Feed Grinders.



**Get my latest  
Reduced  
Factory Prices**

**Nobody  
can sell you  
better engines  
than I make.—**

**Nobody will make you as low  
prices as I am making this summer.**



## WITTE Engines 2 to 40 H-P.

Gas, Gasoline, Distillate, Naphtha, Kerosene

They have set the quality-standard 26 years. They still lead in quality—cheapest power-producing and utmost wear-resisting—quality. Elevator men, especially, **testify to that**, after years of trial.

**BUT HERE IS THE BIG NEWS:** You can buy a WITTE Engine for half the price asked for other so-called standard engines. **Five year guarantee with sixty day free trial.** I beat the field on quality and price and back every engine to the limit.

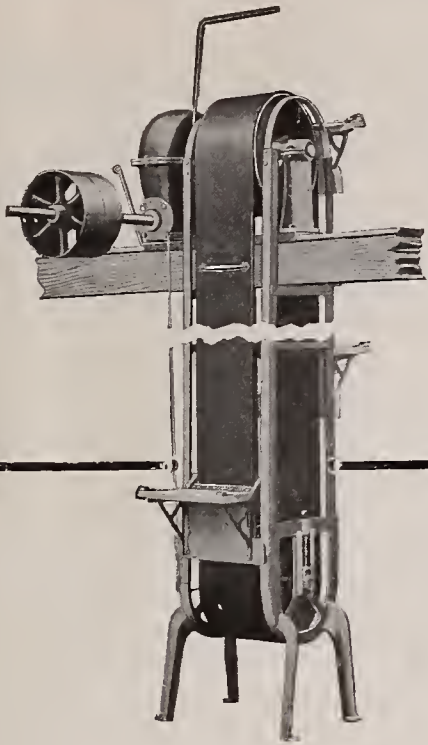
## Buy Direct From My Factory

Save the dealer's expenses and profit. Besides, I have manufacturing advantages that give me a lower factory cost than any of them.

I want WITTE Engines in elevators everywhere. They are my best advertising. I can make money by selling elevators at my factory-cost. **Let me send you my special offer. Don't buy an engine until you get it. I'll guarantee to interest you by return mail.**

**ED. H. WITTE, Pres.** Witte Iron Works Co. Kansas City, Mo.  
2429 Centropolis Sta.





## A Reliable Service Elevator

is now regarded as a necessity in every well appointed mill, grain elevator and warehouse. In the N. & M. Co. service elevator, the mechanical construction, convenience of operation and general usefulness have been improved to a marked extent, resulting in a far more substantial and durable construction, saving in power, absolute dependability and greater safety to the users. Besides being a handy and practical passenger elevator, this time and energy saving device is frequently used for handling packages, material in bags, etc. It is built in heights to suit your conditions.

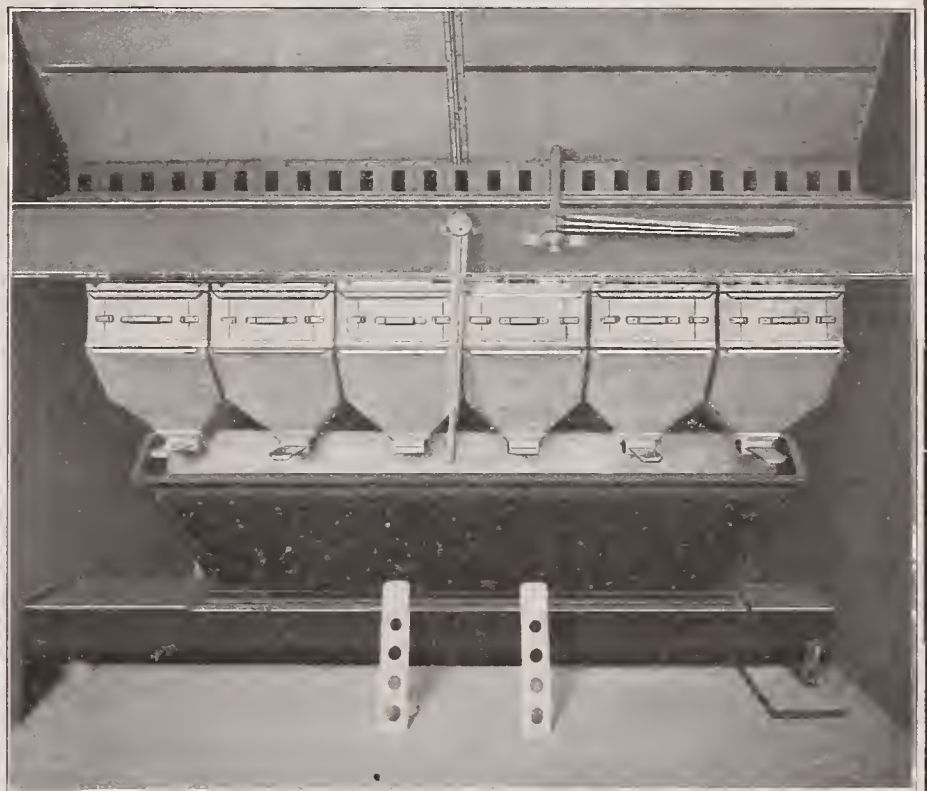
Our circular No. 1200 tells you about these service elevators. Write for it.

**Nordyke & Marmon Co.**

America's Leading Mill Builders

Indianapolis, Indiana

## THE ELLIS DRIER CO.



Showing the arrangement of feed hoppers below drier erected for the Turner Hudnut Co., Pekin, Illinois.

THE half tone shown above is illustrative of the ease by which an Ellis Drier may be operated. The dried product flows continuously from the steel feed hoppers, the rate of flow being regulated by the various sized slides as shown in the cut. At no time does the operator need to leave the ground floor.

The continuous system owing to the constant movement of the grain in the drying chamber aids greatly in producing an evenly dried product; it can be accurately gauged to remove a very low percentage of moisture, and insures a maximum capacity at all times. The time lost and trouble experienced by the old method of continually dumping and refilling is completely eliminated.

POSTAL TELEGRAPH BLDG.  
CHICAGO, U. S. A.



## NOT A BILL OF EXPENSE BUT A SOURCE OF REVENUE

Enables  
Shippers  
to  
Collect  
Claims  
—  
Requires  
No  
Repairs  
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Occupies  
Small  
Space  
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Most  
Economical  
to  
Install



PORTABLE BAGGER

Write for Catalog.

No Bother  
to  
Operate  
—  
Never  
Gets Out  
of  
Order  
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Will Not  
Rust  
or  
Wear Out  
—  
60 Days'  
Trial

**National Automatic Scale Co.**  
West Pullman, Chicago, Illinois

## Making Wonderful Endurance Records For Big Mills and Elevators

There could be no better evidence of the quality of Goodrich Grain Belts and the fact that they would mean economy to you than the remarkable service they are giving to concerns whose conveying problems are almost identical with yours.

Here is a Typical Example of the  
Durability of

## Goodrich Grain Belts

—an experience in the elevator of the Electric Grain Elevator Co., Buffalo. "We have two conveyor belts in our gallery, each seven hundred feet long, which have been running nine years, handling approximately one hundred million bushels of grain, and are still in good condition."

Let us send you list of other users of Goodrich Grain Belts, samples of our belts and full information.

## The B. F. Goodrich Company

Makers of Goodrich Tires, and every-  
thing that's best in rubber

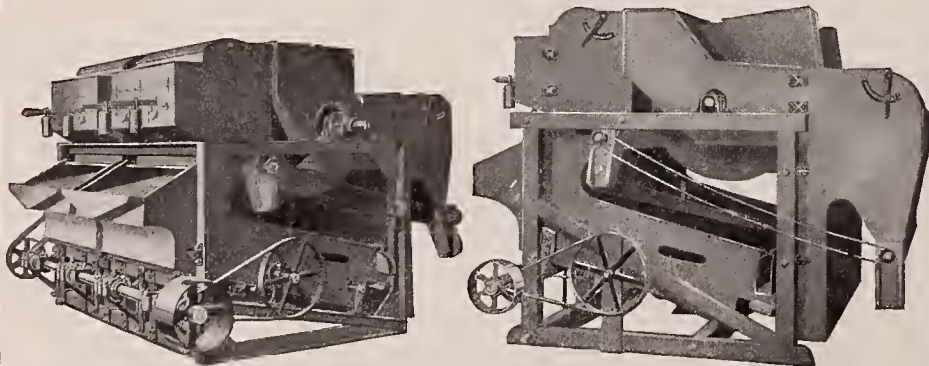
Factories  
AKRON, OHIO

Branches in all leading cities

## STEEL MACHINES ARE LOSS-PROOF

This is an age of steel. Steel Bridges, Steel Railway Coaches, Steel Buildings—all built of steel because they are stronger, safer, more durable and above all FIRE-PROOF.

Don't take any risk—invest in a STEEL GRAIN CLEANER—fire-proof—loss-proof.



**Eureka Separator**  
(All-steel type)

**Eureka Separator**  
(Armored, steel covered type)

Let us send you our catalogue—a complete encyclopedia of everything pertaining to the cleaning of grain.



**THE S. HOWES COMPANY**  
SILVER CREEK, N.Y.



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J. Q. SMYTHE, 1034 West 32nd St., Indianapolis, Ind.

F. E. DORSEY

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## The Corn Exchange National Bank

OF CHICAGO

Capital - - \$3,000,000.00  
Surplus - - 5,000,000.00  
Undivided Profits - 1,000,000.00

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Accounts of grain elevator operators and commission men throughout the country respectfully solicited





THE NEW HESS DRIER (MODEL FOR 1913)  
installed for  
McDONALD & CO., NEW ALBANY, IND.

## THE LAST WORD

IN GRAIN DRIER CONSTRUCTION IS THE

## Hess Grain Drier and Cooler

Model for 1913

It embodies a number of improvements not found in other machines, and these improvements result in still greater efficiency, adaptability to every variety of work, and especially in the greatest economy of operation.

In the Hess Drier one fan is used for both cooling and heating, and all of the heat given off by the cooling grain is saved, and used to assist in the drying operation. There is a big saving there, but there is a greater saving in the fact that **our fans run slowly** for we do not require over  $\frac{3}{4}$ -ounce air pressure where other driers use two ounces or more to drive the air through fine wire mesh and numerous pigeonholes. When fans must run at a high speed to get a high pressure the power requirements are quadrupled. Therefore, with our low pressure the Hess Driers will operate on one-fourth the power required in other machines of the same capacity.

The fact that we do not require separate fans for drying and cooling, and that none of the grain must be re-elevated nor rehandled, for cooling, insures still greater economy in space and power.

The cost of operation is really the most important factor in choosing a drier, after the matter of efficiency is settled. We guarantee the efficiency and prove the minimum expense of operation. **FREE BOOKLET.**

*We make also the Hess Improved Brown-Duvel Moisture Testers.*

### Hess Warming & Ventilating Co.

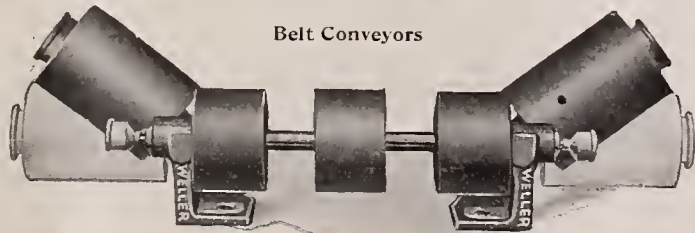
1210 Tacoma Building, CHICAGO, ILLINOIS

## WELLER-MADE

### Weller Machinery Represents the Highest Quality and Construction Possible

The use of Weller Elevating and Conveying Machinery means **reducing** the cost of handling materials in elevators and mills.

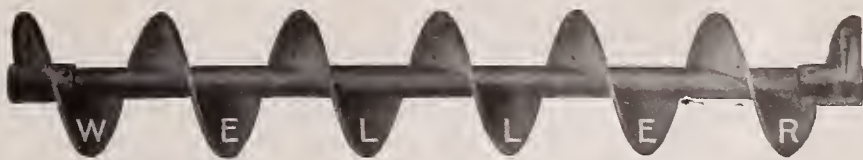
This is proved by the large number of Weller installations, and the economy they effect resulting therefrom.



Belt Conveyors

### Weller "Service" are Bywords for Prompt Shipments and Expert Co-operation at all Times

Weller Machinery and Weller "Service" are closely linked. Each in itself represents the **best and most highly developed**, until they are fully deserving the **merit** mark of esteem accorded them by users everywhere.



Spiral Conveyors (Cold Rolled Sectional Flights)

Rope Drives, Friction Clutches, Gears, Bearings, Pillow Blocks, Shafting, Pulleys, Belting and all other kinds of Power Transmitting Machinery furnished promptly.



Pillow Block

Do not fail to write for our catalog No. 20, it is fully illustrated and contains all the information you need such as promotes the easiest and most economical handling of your material.

### Weller Mfg. Co.

### Chicago

New York Office, 50 Church Street



Elevator Buckets



## Illinois Grain Dealers

will receive a  
hearty welcome  
at the offices of

## J. H. DOLE & CO.

### Commission Merchants

226 So. La Salle Street

CHICAGO - ILLINOIS

At your service for your consign-  
ments or future orders at all times

## The Latch String

Will be out to our friends  
during the meeting of the *Illinois  
Grain Dealers' Association* which  
will be held at the Hotel La Salle  
June 3 and 4.

## W. A. FRASER CO.

### GRAIN COMMISSION

715 Royal Insurance Building  
Chicago

ST. LOUIS, MO.

PEORIA, ILL.

## Grain Men

Will be made welcome  
at the offices of

## Rosenbaum Brothers

Grain Commission Merchants

77 Board of Trade  
Chicago, Illinois

during the meeting of the  
*Illinois Grain Dealers' Asso-  
ciation* to be held at Hotel  
La Salle, June 3 and 4.

*Have your telegrams and mail sent in our care*

## Bartlett Frazier Co.

Western Union Building  
CHICAGO, ILL.

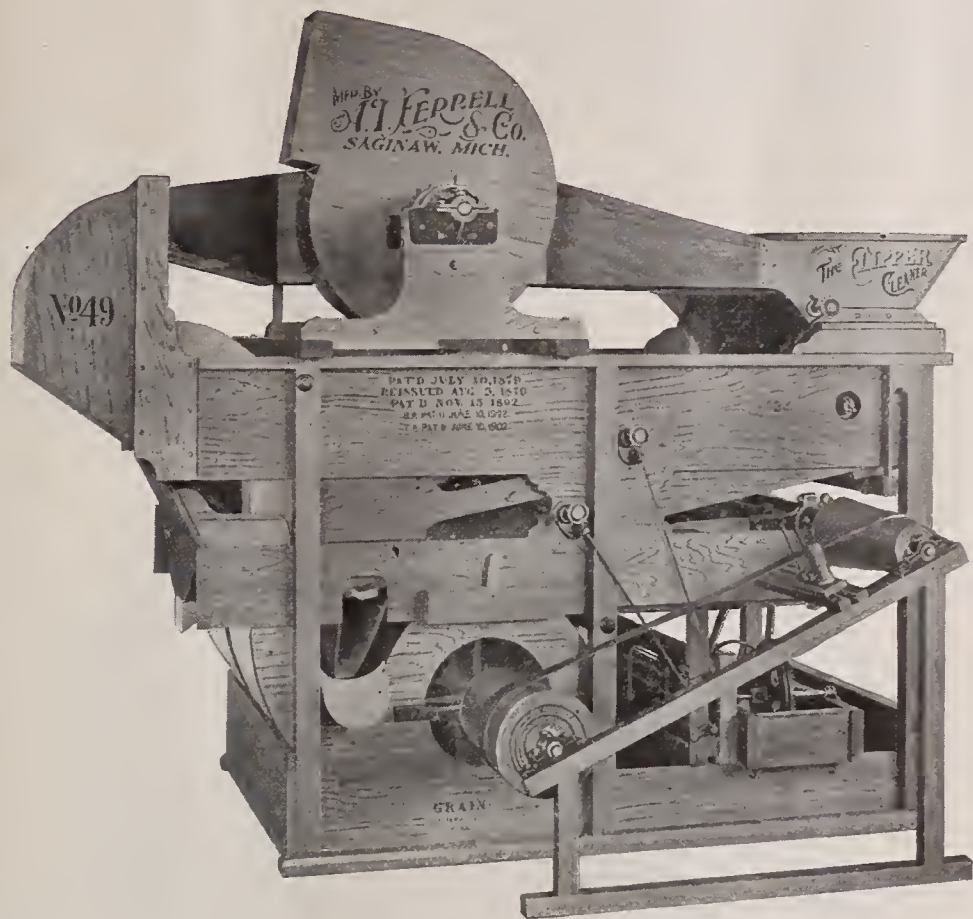
Receivers and  
Shippers of All  
Kinds of Grain

☞ Always in The Market  
to Buy at Outright Prices.  
Wire offers.

☞ Special Attention Given  
to Consignments. Our  
Facilities for Handling  
Same are The Best.



# "Clipper" Grain and Seed Cleaners



The No. 49 Clipper is a first-class grain receiving cleaner for local elevators. It has large capacity, is solidly built, is dustless and will make the most difficult separations. It is simple, strong, convenient and will not easily get out of order. It requires less for repairs than any other grain cleaner on the market and is always ready for business. Ours is the only successful combination cleaner on the market. We give a 30-day guarantee with each machine.

If you are looking for the best cleaner, we would like to show you what we have. Our line of clover seed cleaners is strictly up-to-date. All sizes and capacity. We can furnish machines with Traveling Brushes, Air Controller and all modern improvements. Send for catalog and discounts.

**A. T. FERRELL & CO.,**

**SAGINAW, MICH.**

## Are You Still Wondering?

Whether Ironite would have waterproofed your pit-boot and basement if you had tried it when you saw our last ad?

**Let us tell what others did, they ordered over 900 pounds the first week**

and orders from the same men for other work is still coming in.

### Are You Standing Still?

Can you afford to stand idly by and let others make progress? They are the men who make good. They are saving the money on future repairs and maintenance by using Ironite.

**Ironite has made good for many years—It is simple to apply—It is cheap and Ironite Waterproofing is Guaranteed.**

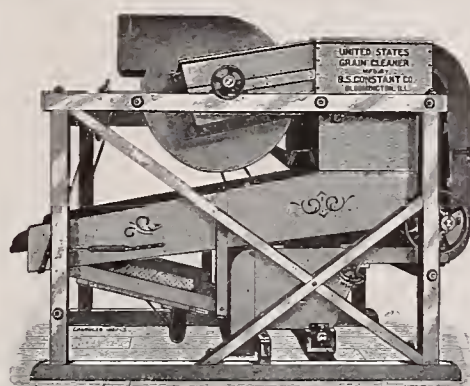
Send for booklet showing why the United States Government, British Government, big Railroads and many others use Ironite and how much it costs.

WRITE NOW

**Chicago Ironite Waterproofing Co.**

Lytton Building,

CHICAGO, ILL.



### THE U. S. Grain Cleaner

is the best in the Union and should be in the top of all elevators where Corn, Oats and Wheat are shipped.

Higher Grades—Higher Prices.  
Long life machine.  
Ring or Chain Oiling Bearings.  
Balanced Eccentrix.  
Five Separations and

**All the Corn Saved.**



### The Constant Safety Ball Bearing Man-lift

the most satisfactory connecting link between Cleaner and Sheller.

Best made.  
Easiest and safest.  
Adjustable Brakes  
which we guarantee.

State distance between floors and get our

**Net Price**

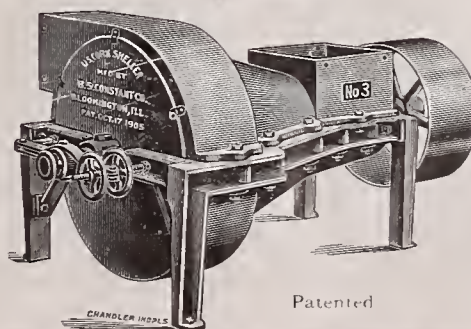
### U. S. Corn Sheller

Fan Discharge,  
over or under, right or left hand.

Iron or Wood Frame.  
No Lower Hoppering.  
Cheapest Installed.

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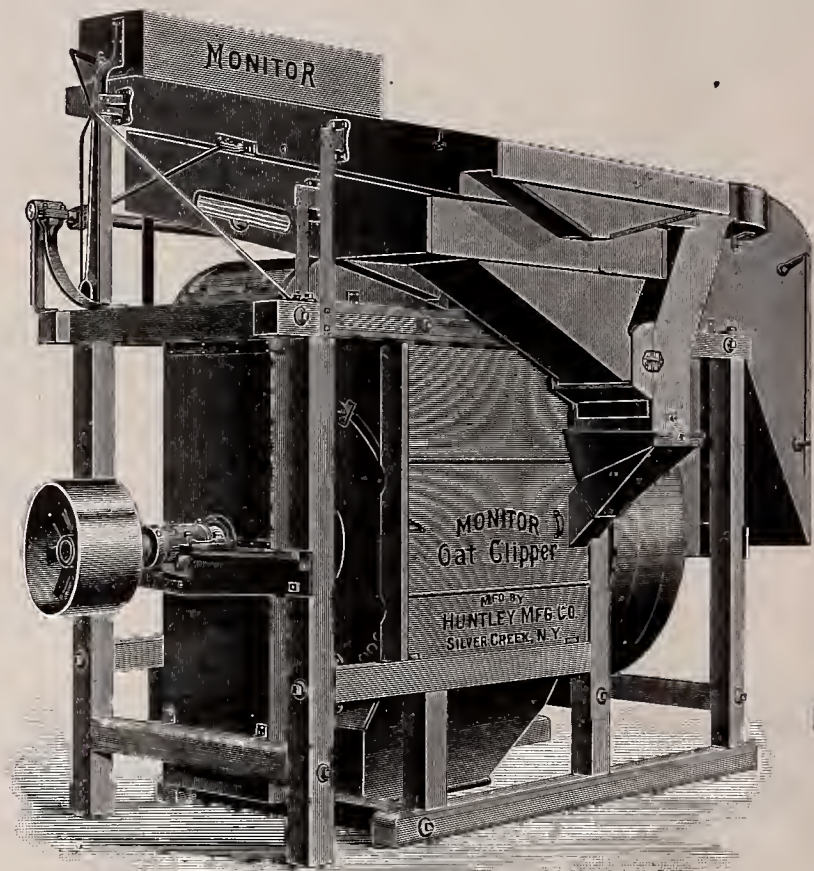
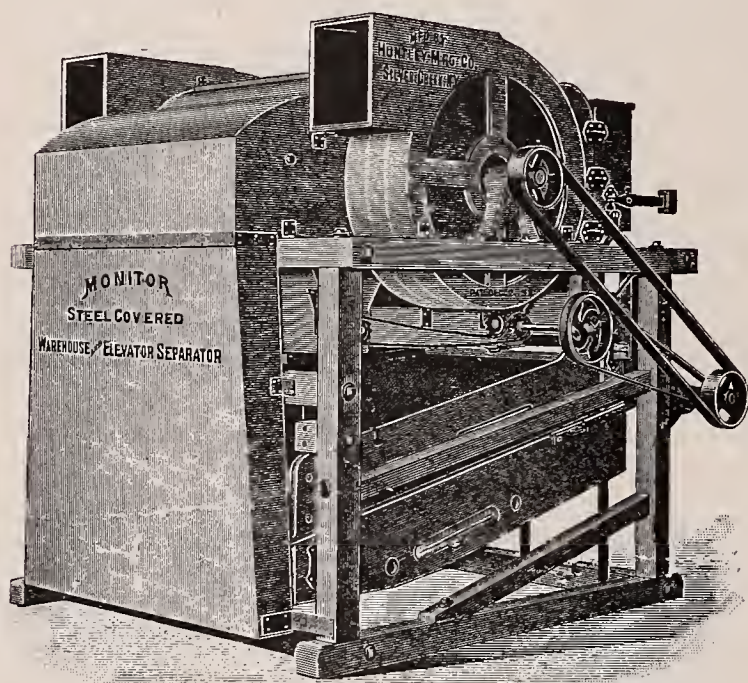
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## Grain Elevators with Electric Drive

Some Reasons Why Many Owners of Elevators Are Coming to Use Electrical Power—Where It Can Be Used to Greatest Advantage—Description of a Typical Electric Motor Installation in Louisville Plant

By G. D. CRAIN, JR.

The agitation which has affected nearly the entire world of industry during the past few years for greater efficiency in every department, has caused manufacturers and operators of all kinds of industrial plants to look more closely into the cost of doing business, and the amount of return received from the money put into the business, both by way of initial investment and in keeping up current expenses. The direct conse-

quence of such investigations in many plants has been the discarding of steam power for the modern form of energy, electric current. Grain elevators, although perhaps less affected in this way than many other industrial plants that could be mentioned, are no exception to this statement.

The advantages of electrical drive are such as appeal with peculiar force to elevator men, although they have as a class been slow to adopt that form of

power. They are the same as those gained by the elimination of the cumbersome and inefficient machinery for the transmission of steam power in other plants, and there are others besides, to make the case stronger.

Among the general advantages which have resulted in the use of electricity to a great and increasing degree, during late years, should be mentioned first its absolute controllability. No matter



THE KENTUCKY PUBLIC ELEVATOR, LOUISVILLE, KY., WHICH HAS INSTALLED ELECTRIC DRIVE THROUGHOUT Showing New Concrete Storage Addition Recently Constructed by the Witherspoon-Englar Company, Chicago.



how tremendous the power required and used, or how ponderous the equipment used, a simple little switch, at the hand of the engineer a quarter of a mile away from the remoter corners of the plant, can stop the whole thing at a moment's notice, in case of any emergency requiring a sudden cessation of operations. At the beginning, as at the end of the day's work, the same switch starts and stops the turning of the wheels, without difficulty, and without danger.

Still more important, however, is the growing practice of attaching directly to the machinery, individual motors, which operate that part of the plant and no other, and can be shut off when that particular part of the plant is not running, or, rather, is not desired to be kept running. This plan is applied in factories where motors of the smallest size are adequate to operate the machines to which they are attached; and it is also applied in wood-working plants, where the motors are much larger, and, as a case in point, in grain elevators, where a single motor can be used for the operation of a single belt conveyor or of a single elevator leg, as of any other single piece of machinery, or group of machines, that may be desired.

As indicated, the great advantage of individual motors is that when the particular machine to which such a motor is connected is not needed, it is the simplest thing in the world to throw a switch and thereby cut off the current—also the expense—and stop the machinery. This enables the plant to be run with the exact amount of power which the business being done at the moment requires. In effect, it enables the owner to expand and contract his power requirements to suit the necessities of the time, limited of course, by the maximum capacity of the power units installed.

The economy of this is obvious. For example, in the off season a ten-elevator plant will be receiving so little grain that only two, say, of the legs are necessary to handle it. The steam plant, however, is rigid, so to speak. Except within certain narrow limits, it is not possible to regulate the amount of power produced, nor to keep it down to the relatively small amount required for the operation of that part of the plant which is needed to handle the business. Therefore, this item of the overhead expense of running the plant—and it is one of the most important items, too—remains the same, regardless of the amount of business being done, and of the amount of money being earned.

With an individual motor installation, only those legs need be operated which are necessary to handle the grain being received or loaded out; and, as far as the item of power is concerned, the elevator is automatically reduced in size to one just big enough to take care of the grain which is offered, and the power bill is cut down by just that much.

This is going on the assumption, of course, that current is purchased from a public service company, since otherwise the necessity of operating the steam plant at something approaching its normal capacity, in order to provide power for the generation of current, where the plant produces its own electricity, would prevent any considerable economy from being effected. Moreover, it is probable that few elevator men would find it profitable to maintain a steam plant for this purpose, as it is only the larger industrial concerns which find it worth their while to attempt to generate their current, in view of the favorable rates generally accorded by central station companies to users of current in large quantities.

The use of current delivered by the wires of a company which is in that business has still another advantage for the grain and elevator man, as for all other men whose plants generate a great deal of dust and other inflammable matter. It is true that in the well-regulated plant, the engine room is removed as far as possible from the points where the operations are going on, and the dust is collecting; but the danger is always present that a flying spark may start a disastrous blaze.

Where well-insulated wires bring the power into the building which operates the machinery, how-

ever, this danger, which results in an unpleasantly high fire insurance rate to grain elevators and like plants, is entirely eliminated. The boiler room is no longer used for the generation of mechanical power, being employed, at the most, only to provide heating steam. The resulting saving in fire insurance charges frequently goes a long way toward paying for the current used.

Consideration of these indubitable advantages led the Kentucky Public Elevator Company, of Louisville, Ky., to install individual electric motors wherever possible in the construction of additional storage facilities and other equipment at its big plant in that city. The plant has been operated by the company for a number of years, with a storage capacity in its original building of about 500,000 bushels. With the steady growth of Louisville as a grain market, especially for high-grade corn and soft winter wheat, as well as of the company's business, additional storage room became necessary, and about a year ago the Witherspoon-Engler Company, of Chicago, completed the construction of sixteen cylindrical concrete bins and seven intermediate bins, giving room for the handling of 500,000 bushels or more, or a total storage capacity of 1,000,000 bushels of grain.

In order to run grain into the new bins, which were located about fifty feet west of the original building, and connected with it by four galleries, in which were installed belt-conveyors, two additional elevator legs were necessary, the ten elevators already in use serving with these to take care of the demands of the new facilities. Inasmuch as it was not necessary at all times to use the new bins for storage, the advantages of operating the two new legs, which were designed to serve the new bins exclusively, became apparent.

The height of the additional storage building, to the top of the bins, was about 90 feet; and for the operation of the bucket-conveyors installed for elevating the grain to this height, for transfer and distribution by the conveyors run through the galleries, each with its tripper running on a track and serving four to five bins, a 40-horsepower motor was direct-connected to each. When the season is at its height, and grain is pouring into the elevator, these motors drive their respective elevators at top speed as long as desired. When things are slow, however, and the mechanical equipment is sufficient to handle all grain that is coming in or going out, the motors are stopped, and that much power is saved. Such flexibility of power installation is obviously possible under no other form of equipment.

The same considerations operated to induce the company to use electrical drive for its Hess Drier, which has a capacity of 40,000 bushels a day, and is one of the largest in the world. There are times when the drier is crowded to capacity, and must be run practically night and day; and there are other times when it is idle for a great part of the time, for as the season advances the grain received has been enabled to dry out naturally in the cribs.

Of course, if no power other than that of the company's steam plant, which consists of three batteries of 600 horsepower boilers, were available, it would be entirely practicable to run the drier by means of another power unit added to the present equipment; but that would mean that once steam had been procured, the power might be wasted for the greater part of the day, if the drier had only a four or five-hour run of grain to handle; whereas with the electrical equipment installed the drier is simply cut out of the plant during times when its services are not needed, and no power whatever is consumed.

There are two motors used in connection with this part of the plant. One of these is a 75-horsepower unit, which operates the belt conveyor carrying the grain from the drier into the elevator proper, and also the fans which drive the steam-heated air through the baffles and suck in the outside air to cool the grain after it has been dried. There is, of course, no possibility of waste in this particular group connection, inasmuch as the conveyor must necessarily be running to carry grain

from the dryer whenever the fans are running, and *vice versa*.

The other motor used in this connection is of 10-horsepower, and runs the conveyor which carries the grain from the elevator into the drier. The idea of having this conveyor driven by an individual motor, instead of being group-connected to a larger motor with the other conveyor and the fans, shows the fine point to which it is possible to carry money-saving by the use of electrical equipment. As soon as a run of grain to the drier is completed, this motor can be stopped, while the end of the run is still drying, and the fans and the out-conveyor, therefore, are still needed.

The company is at this time constructing still further additions to its plant, which will involve the installation of a 50-horsepower motor and another of 25-horsepower. It has learned the economy and the desirability from every standpoint of electric drive for its purposes, and it may safely be predicted that every addition to the plant requiring power equipment will see the installation of more individual motors.

All the motors mentioned are of the three-phase 60-cycle type. Current is furnished by the Louisville Lighting Company, as is also current for lighting the plant at night. The company has had its own electric lighting equipment for a long time, but since it formed connections with the central station lines it is enabled to use purchased current for lighting when its power plant is idle, as at night.

To give an idea of how much current is required, the records of the company show that the kilowatt-hour consumption of current during a number of months is as follows, for the four motors now installed and for lighting purposes: In 1912, July, 5,800; August, 1,700; September, 6,400; October, 6,000; November, 3,900; December, 23,200; in 1913, January, 15,100; part of February, 11,200.

#### ANSWER TO GOVERNMENT SUIT FILED BY CHICAGO BOARD OF TRADE

In a bill filed in the United States District Court, on May 8, by Henry S. Robbins, attorney, the Chicago Board of Trade answers the government charges that it is a trust. The government suit was filed in February and alleged violation of the Sherman Anti-Trust Law through the operation of the "call price" rule. It is declared by the defendant Board of Trade that a grain monopoly which for a time threatened to crush all competition, rendered the establishment of the "call price" rule necessary. The so-called monopoly is unnamed in the answer, but its operations are thoroughly discussed, together with a review of what the "call price" rule has accomplished, and it is asked that the government suit for permanent injunction be dismissed. The answer reads, in part, as follows:

"Before the adoption of the 'call price' rule, four or five persons—big grain dealers who also were Board of Trade members—severally acquired leases from railroad companies having terminals in Chicago, which gave them control, or practically so, of all grain elevators in Chicago which were used as public (Class A) warehouses, and which were conveniently located with respect to lake and rail transportation.

"Each such proprietor used his elevator for storage of grain bought and owned by himself. Such ownership by grain dealers enabled them to drive out of business other grain buyers, which they did by overbidding such other purchasers of grain and then in effect giving away a portion of their storage charges.

"The effect of the rule has been to increase the membership of the Board—which now numbers more than 1,500 men—who bid upon 'to arrive' grain. The rule has not only brought about better prices for those wishing to sell, but has also provided a broader market and promoted competition.

"The Board of Trade denies that it dominates or controls the market in grain, either as to the amount sold or shipped from other states to Illinois, or as to the prices paid throughout Illinois or states adjoining."



## New Method of Determining Grain Grades

The Operation of the Laboratory of Minnesota State Grain Inspection Department—  
How It Settles Disputes in Grading—Complete Flour Mill in Miniature—  
Electric Oven Tests Wheat for Bread-Making Value

By W. M. TODD and A. D. WILHOIT

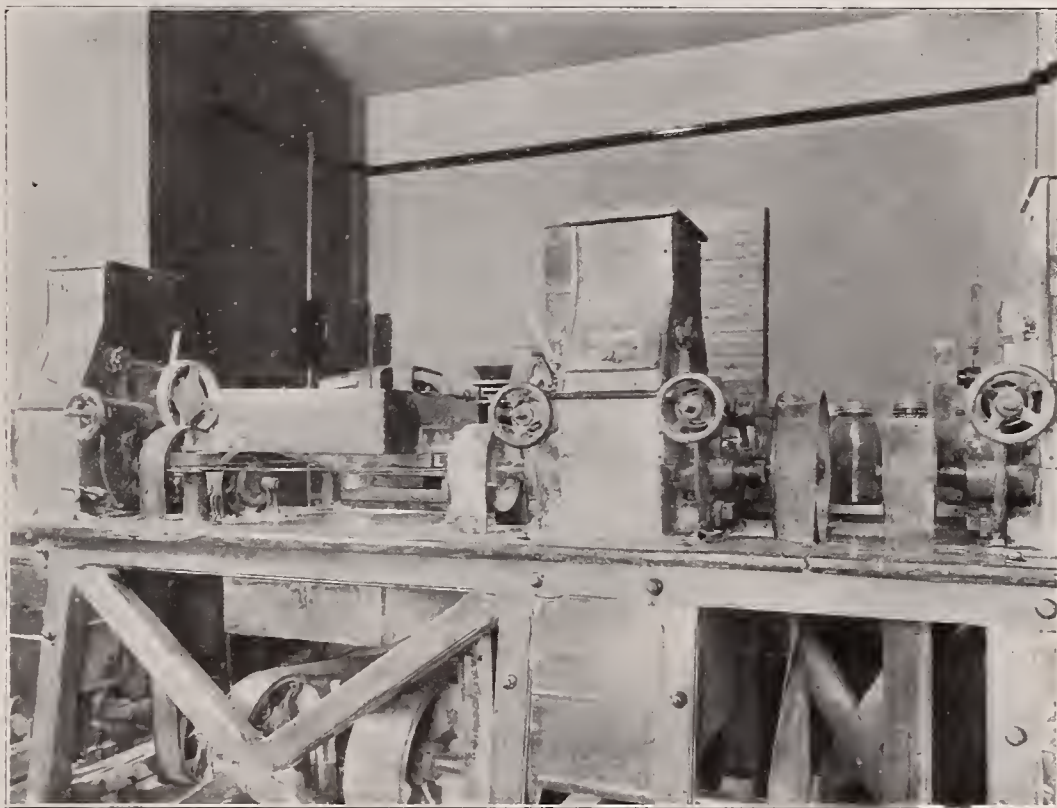
The laboratory of the Minnesota Grain Inspection Department at Minneapolis where samples of wheat are ground into flour and the flour baked into bread, stands for one of the most interesting evolutions of state grain inspection. A few years ago the inspector examined the grain in a car and determined its grade while standing on a ladder reaching from the ground to the car door. In many cases the insufficient light, owing to strings of cars on parallel tracks, and the cold-benumbed fingers in sub-zero weather, constituted a handicap to efficient or expeditious service. The only way to remove the handicap was to change the system, and now, a sample from each car, selected from the admixture of from one to ten probings, is brought to the office. There the light is perfect, the temperature such as to enable the inspector to use all five of his senses and the samples may be thoroughly sifted and accurately weighed.

Again, during the autumnal rush of grain to the terminal markets, the terminal yards of the railroads often become congested, with consequences more or less serious to railroads, shippers and receivers. As a remedial measure sampling stations were established on the different railroad lines at points a hundred miles or so distant from Minneapolis, where state sampling crews intercept such cars as pass through these stations, destined for the terminal markets, and take samples from them. These samples, having been properly ticketed and sealed in a strong box, are brought to Minneapolis or Duluth, as the case may be, in the baggage car of the first express train. They are then graded, the grain sold and disposition orders given, all before the cars represented by the samples arrive. Except under abnormal conditions there is now no congestion.

Furthermore, all grain men understand that corn of a given quality depends solely upon the amount

forms a part of the official record of the car which it represents. Scientific accuracy has taken the place of conjecture and thereby banished a fruitful source of contention.

These evolutions were followed in logical sequence



THE MINIATURE ROLLER MILLS WHERE WHEAT IS GROUND

by the laboratory. Just as the moisture tester was found necessary in order to ascertain the definite measure of moisture in corn, so was the laboratory, with bakery attachment, found necessary in order

have produced numerous and widely varied types of the same variety. A car of Blue Stem equal or superior in appearance to another car of Blue Stem might be far inferior in gluten or other breadmaking attributes. Velvet Chaff, Durum, Turkey Red, Western White, Hump-Back and the hard Fives assume different types as widely variant as the varieties themselves, of which we now have just twenty-three in all. But the value of each type is definitely measured by the ordeal of the bake-oven. By their bread we shall know them.

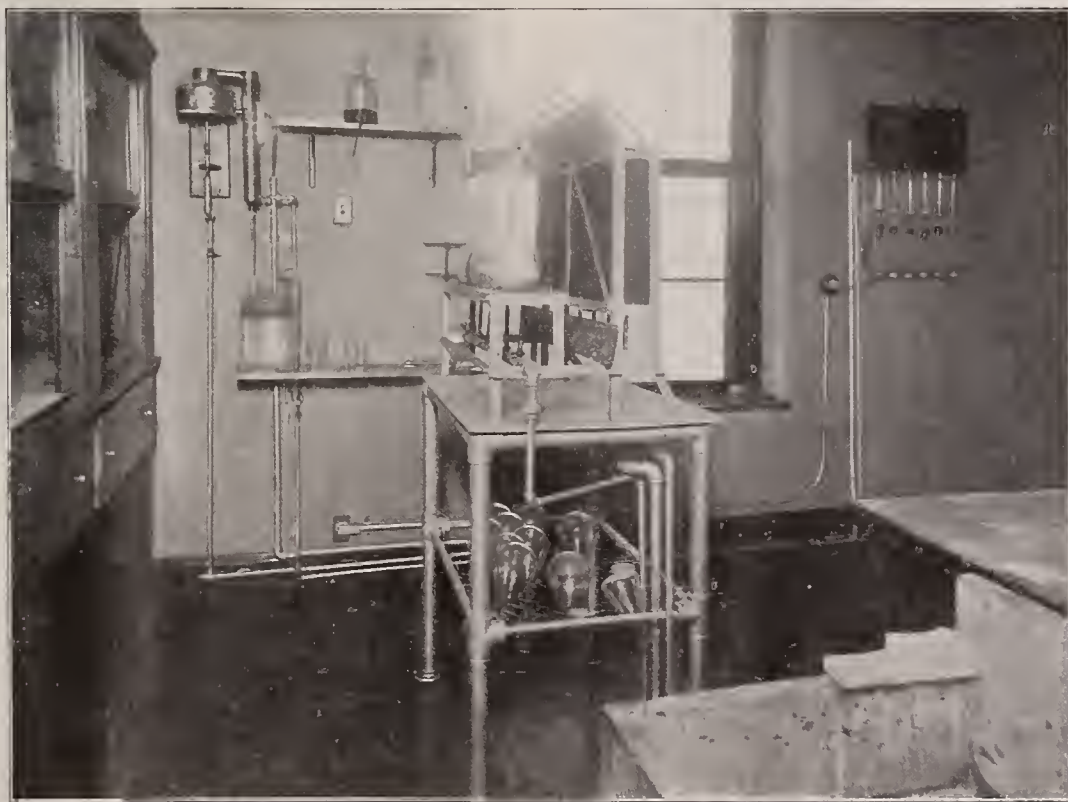
The inspector soon learns what to expect in the way of bread products from certain types of wheat with which he has by experience become familiar, and his skill as an inspector is by just that much

increased. But the inspector has more than his own judgment to satisfy. He is, of course, only interested in giving to a sample of wheat the grade to which it is honestly entitled—no higher, no lower. But the shipper and the purchaser have a pecuniary interest, and a man with a pecuniary interest in an important matter is not usually distinguished by a willingness to yield before being shown. When, however, he sees the handwriting, legible and unmistakable, on the wall he bows in humble submission.

The man who declares with ungently emphasis that his corn contained but 12 per cent of moisture has merely to see the water from the sample approaching the 18 per cent mark in the graduating glass, at which point in the proceedings he is apt to assume a significant if not a dignified silence; and when a man holds in his hand a loaf of bread made from a sample of his wheat and is shown in exact figures all the bread-making attributes the sample contained, he is not apt to become loquacious in defense of a contrary opinion previously entertained. In many cases of disagreement the bake-oven is the arbiter, and no instance shows more clearly that "the proof of the pudding is in the eating."

This laboratory of the Minnesota Grain Inspection Department embraces a miniature modern flouring mill, the machinery of which is driven by an electric motor. The mill has three stands of rolls, two corrugated and one smooth, including small plansifter, separator and scourer. A five-pound sample of wheat, sufficient for two ordinary loaves, is generally ground for one test. This process requires about forty-five minutes. When the sample is received it is first separated from all foreign substances in the usual way. The wheat grains are then sent through another machine which removes the dirt and the hairy fibres from the berry, leaving a clean bright kernel.

The wheat is then tempered to toughen the bran



PART OF CHEMICAL LABORATORY WHERE GENERAL TESTS ARE MADE

of moisture it contains for the grade it is entitled to. Solving this question by guessing, as was once done, is not only unbusinesslike but unsatisfactory. Unfortunately judgments differ. To obviate this, moisture testing machines were installed which measure to a minute fraction the amount of moisture in a bushel of corn or a bushel of wheat. Every sample of corn is now tested, and the result

to ascertain the definite measure of bread-making qualities in wheat. In this instance the laboratory plays the role of tutor and guide to the inspectors. If there were only one variety or quality of wheat no laboratory tests would be necessary. Neither would they be necessary if all wheats of the same variety were alike. But differences in environment and differences in conditions of soil and climate



so that in milling the middlings may be separated and the bran particles kept intact. After the middlings have been converted to flour the latter is weighed and made ready for the dough. As the final test of flour is in the bread it makes, so the most important part of testing wheat samples is the determination of their bread-making value. The bread-making value of flour depends upon the measure of water absorption, the expansive power of the

specially constructed "proof box" or raising oven, with temperature regulated by thermostat. The baking oven is also kept at a uniform temperature and the same time consumed in every baking. The oven is heated by electricity and has a capacity of eighteen loaves.

After baking, the bread is removed from the oven, and when thoroughly cooled is measured in order to ascertain its volume. This is very impor-

"could only be pacified by a large goose or a thin cake."

The papyrus at the Museum of Turin, Italy, preserving a large portion of the Book (Ritual) of the Dead, contains 165 chapters, in twenty-one rolls. The first part, of sixteen chapters, contains this prayer concerning the Osirian (dead man, say Sevek Ra): "He will come out any day he likes and go to his place without being turned away. There is given to him bread and drink, and slices of flesh. . . . When he peregrinates the fields of the blest, Wheat and Barley are given to him, for he is provided as he was upon earth."

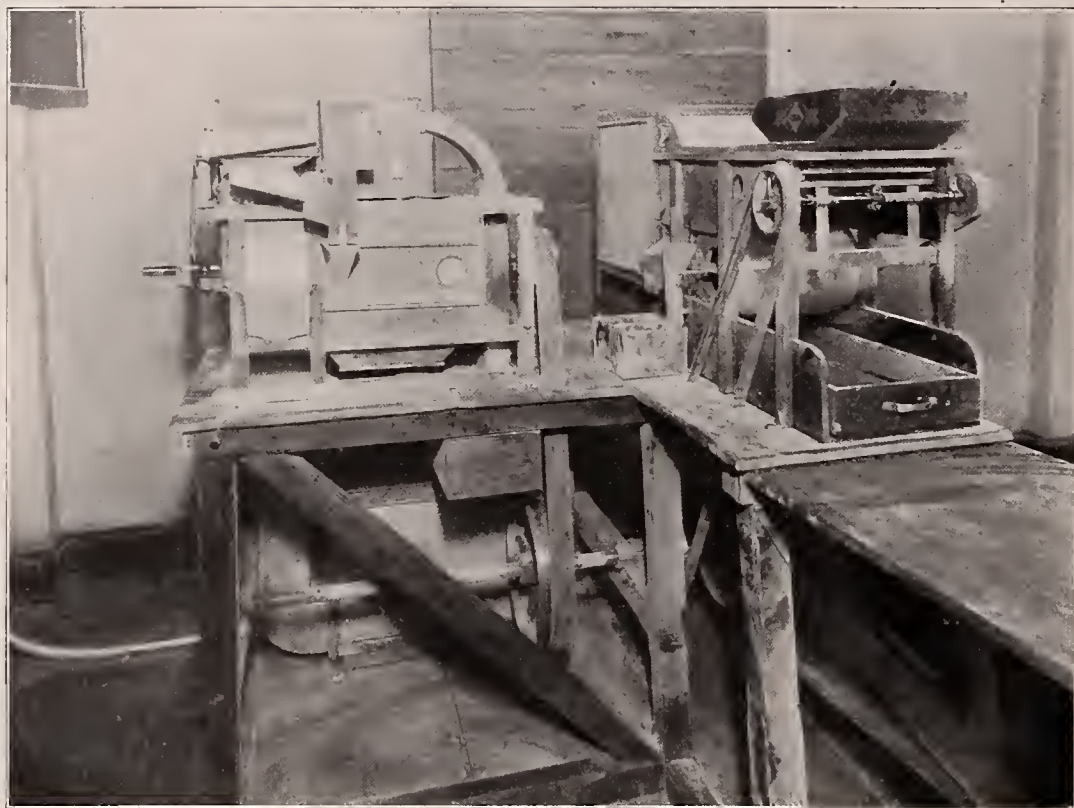
There are prayers that enable the Osirian to defy the serpent, tortoise and crocodile (demons).

#### THE WHEAT AND BARLEY OF THE GODS.

Prof. Simcox is struck with the likeness of the Egyptian agricultural ceremonies to those of China, so well known and often described. He says: "Agriculture evidently owes some of its sacredness to the kind of partnership which exists in it between Man and the forms of Nature." In the Book of the Dead, images are drawn from the rites of cultivation, to illustrate the condition of the elect souls in the fields of Amenti (the sunset). "Take the cord, draw measure, in the field of the manes. . . . Ra creates your fields and appoints you your food; eat! . . . O settle some fields, and give to the gods and the elect, all of them, what has been measured in the country of the Aahu." (Records of the Past, 10: 79). "Writings are with thee which show the proportions of the field sown with Wheat from its beginning to its end." (Pierret's Book of the Dead, 729: 9). Simcox explains: "In Egypt, as in Babylonia, land was measured for sale by the Wheat used in sowing it." Elsewhere in the Ritual, the deceased Egyptian, taking on the character of the god Horus (the sun), recites the filial services he has rendered to his father Osiris (the moon): "I have made thy bread from Tu, of red wheat. I have made thy drink from Tehu, of white grain (Barley). I have ploughed for thee in the fields of the Aahu (Egyptians). I have mown it for thee here."

#### THE THRASHING-SONG.

The most ancient labor song man possesses pertains to Wheat. It accompanies a funeral picture on a tomb at Elethya. When an Egyptian driver meant



SEPARATOR AND SCOURER IN ONE CORNER OF LABORATORY

dough and the color of the bread. Thus it is necessary to measure each individual characteristic by some recognized standard.

To insure uniform results, day by day, dough temperatures must be kept uniform and every sample must be treated like its neighbor—the same amount of mixing, same amount of yeast, sugar, salt and lard, the same amount of time for each dough to raise, and baked in an electric oven heated to the same temperature.

In order to preserve this uniformity there is a

tant because different wheats show great differences in degrees of expansion, according to the amount and quality of the gluten. The loaves are next cut in halves and compared in color and texture with the adopted standards. By these scientific tests, and these only, is it possible to arrive at the actual value of wheat as measured by its bread-making qualities. Any other process is only guess work. The laboratory has been in operation a little more than six months and it has even in this brief period justified every expectation.

## The Romance of Grain

### A History of Grain and the Grain Trade of the World from Remote Ages

By JOHN MCGOVERN

Author of "The Fireside University," "Hospitality," "Paints and Pigments," "Trees," "An Empire of Information," Etc.

#### VII

#### EGYPT—(CONTINUED)

##### TOO LITTLE WHEAT AND HARDER TIMES.

In the "Praises of Learning," the scribe boasts how the "little laborer having a field" is beaten with a stick upon his legs. The case of the "selected one" (conscript) is dwelt on: "Locusts drawn up to plunder; Nile water too low, and wells dry." "The worms have taken one-half of the food and the hippopotamus the other. Many mice were in the fields. Locusts have descended; the cattle have eaten and the sparrows have stolen. What was left upon the threshing-floor thieves have made away with." Then the scribe lands upon the bank and demands the laborer's crop. The scribe's companions carry sticks and his negroes palm rods. The scribe says: "Give Wheat." There is none on hand. Then they bind the laborer and beat him as he lies. They cast him into the canal and his head goes under. His wife is bound before his eyes, and his children are put in chains. His neighbors flee, to save their own Wheat."

A PICTURE OF EGYPTIAN BREAD AND WHEAT.

As the eastern clay brick is flatter and more plate-

like than ours, so is and always was the loaf of bread, now called *ekmek* from Servia to Afghanistan. Ekmek is used as table-cloth, napkin, sop, and food. The accompanying reproduction of an Egyptian funeral tablet shows us how both bread and Wheat looked in the time of the Shepherd Kings.

This votive tablet formed the door of the tomb of Sevek Re, Constable of the Palace at Abydos, in the northern part of Upper (South) Egypt. On each of two tables at the bottom of the picture, piled on end, are ten loaves of the shew bread that was offered to the dead. Under the bench on which are jars of wine, milk, etc., is the head of Wheat. It is not bearded. The ears of Wheat were generally cut away and the straw either left standing or in sheaf.

Here, again, a conventional method of the Egyptian artist informs us that the objects above the loaves of bread really lie on the floor beyond. To the left of the goose, and to the right is the thigh of an animal, and the conventional way of depicting that thigh gives us a reason why the Egyptians called the Big Dipper (Charles' Wain) the Thigh of Set (Satan), as they did.

Juvenal, the Roman satirist, wrote, ages after this picture was made (6:539) that Osiris, if offended,



ANCIENT LOAVES OF BREAD AND AN EAR OF WHEAT

"gid-dap," or "get-up," or "whoa!" he probably cried "Hiss!"—as drivers still cry to their animals in the Orient. Here the cry is repeated. In the picture there is a threshing-floor, and two yoke of oxen are treading the wheat. In this case the heads have not been cut from the straw.

The Accadians, Chaldeans, Hittites and Egyptians all sang magic songs to aid the harvest. This



was an outgrowth of the old Satan-worship. Luck still forms a basic thought in the philosophy of the Eastern world.

The thrashing-song may be thus rendered into English verse:

Tread out the straw, O oxen!  
Tread out the straw, O oxen!  
For yourselves!  
And the grain, O oxen!  
And the grain, O oxen!  
For your masters.

Tread ye out (The Coptic word which signifies to tread out is ⲉⲓ, probably the sound uttered by the drover; it is here denoted by the letter ⲉ and a man in the act of driving cattle.)  
for yourselves  
twice (that is, this sentence to be sung twice.)  
O Oxen  
Tread ye out  
for yourselves  
Tread ye out  
for yourselves  
straw (Coptic ⲧⲟⲉ)  
for  
men  
the grain (the character is a bushel pouring out grain.)  
who (are)  
your masters.

A GOLDEN-MOUTHED COMPLAINANT.

The world's oldest story of a lawsuit mentions Wheat, but not as a matter at issue. A peasant was oppressed by the son of Asari, who stood high with the Chief Steward of the King. The peasant made a petition so moving that he was heard by the Steward in the very presence of Pharaoh. They, on their part, were so pleased with the remarkable pleading of the suitor, that they dragged out the trial, and heard him nine times over. "The majesty of Pharaoh Neb-Ka-n-ra" gave orders that both the peasant and his wife should receive rations of bread or Wheat during the course of the protracted hearings. But it is all ingenuously or perhaps grimly recorded that the flow of the pleader's silvern speech was encouraged by a beating. The Steward was finally ordered to do justice like "a praiseworthy man, praised by the praiseworthy," and perhaps the lucky peasant, who had come into the very presence of Pharaoh, went off boasting even of his beating.

REAL TRAFFIC.

The trade in fancy bread, going abroad, probably did not begin till after the conquest of Syria, 1600 years before the Christian era. When the Phoenicians ventured upon the profane seas, they were truly despised, but for Egyptian convenience and profit, they were allowed to carry on a useful commerce, without pretense of gift, that would have defiled the religious Egyptian himself.

But as early as the Fifth Dynasty (very long ago) the work-people might traffic between themselves with their wages. They might eat in the streets, buying from itinerant cooks. There were restaurants and markets at which the sailors of the river might buy. Wheat was undoubtedly a money in those times. It was the Bronze Age. And yet, there lay buried under the soil of this civilized Egypt, the remains of peoples of the Stone Age whose methods were those of the North American Indian and the Siberian Khirgis of today—aye,

the methods of our own ancestors for thousands of years after Egypt had decayed.

WAGE CONDITIONS.

Early Egypt did not permit foreign trade, and it is probable that, up to about the time of Joseph, Wheat was not exported—and certainly not, except as an act of succor. When the crops were extra-large, there was labor to spare for public works. In bad years the masses were fed from the granaries of the State. In the time-books left by Egyptian foremen, the laborers received their allowances monthly or fortnightly, whether they missed work or were laid off from lack of work. In one book, all were idle for two months. A workman of his own accord, or illness, would be off from two days to three weeks in a year, but there is no account of a docking in the quantity of Wheat he received. The capitalist of those far-off days was usually the State. The employer was called "the giver of food." It was the first duty of Pharaoh, and the lords like Joseph to whom he gave vast estates, to see that the people had food. The goad would certify that they worked.

[TO BE CONTINUED.]

OPENING OF LAKE NAVIGATION

Navigation was officially opened on the Great Lakes on April 17 and the big grain fleets tied up at the various western lake ports began to move. From Chicago seventeen ships carried approximately 2,500,000 bushels, the greater portion of which was corn. Three of those seventeen vessels were bound for Buffalo.

The steamer *Kopf*, with a cargo of \$300,000 bushels of wheat for Chicago, was the first to leave Duluth. The steamer *H. H. Wolf* left the Lake Superior port

and oats, started down the lake. On the following day the majority of the remaining vessels left port.

The total storage capacity of the sixty-one boats at the two ports, which had been waiting for the opening of navigation and which were fully loaded when they cleared, was no less than 13,000,000 bushels and had not the Canadian government permitted the United States vessels to be used as store-houses for the grain, the situation would have been very serious this winter. The Canadian Northern Railway also supplied a large number of box cars, which have been used all the winter as places in which to store grain by the farmers. The total storage capacity of the elevators at the head of the lakes is 27,700,400 bushels.

The Canadian Northern Railway has just completed an addition to its elevator capacity which adds two and a half million bushels storage capacity. The officials state that never has such a large amount of grain been stored in these two ports as was stored this winter.

When the first eighteen steamers cleared, only one flew the Canadian flag. The reason of this is mainly that many of the Canadian owners felt that White Fish Bay offered possibilities of a serious opposition to navigation and they decided to wait until sure of a clear road rather than be tied up in the ice which would mean a delay and added expense with the possibility of a serious jam and accompanying damage. There were forty-one American and twenty Canadian vessels in the grain fleet.

The steamers encountered very heavy ice in White Fish Bay, but after it looked as though the fleet would be held there for some time, the ice-breaker *St. Ignace* succeeded in breaking through the ice barrier and escorted the boats down to the Zoo.

The first vessel to arrive at Buffalo was the



Courtesy of the "St. Paul Dispatch"

THE STEAM TUG "MINNESOTA" PLOWING THROUGH THE ICE IN DULUTH HARBOR, A FEW HOURS PRIOR TO THE OPENING OF NAVIGATION

at practically the same time, with 335,500 bushels of flax, and the steamer *J. S. Dunham* carried 259,000 bushels of flax for Buffalo. In the accompanying illustration is shown a view of the steam tug *Minnesota* entering the harbor of Duluth, on the morning of April 17, just a few hours before navigation opened. The two big grain carriers, shown at the right and left, are preparing to slip their winter moorings.

The clearances of the steamers *Maryland*, *R. P. Flower* and *Moses Taylor* for Chicago marked the opening of the marine season at Milwaukee. Cargoes of oats and wheat were awaiting these vessels at Chicago, to be transported to Buffalo.

At Port Arthur and Fort William navigation did not begin until April 18, when six grain boats carrying a total of 1,600,000 bushels of wheat, flax

steamer *Sir Thomas Shaughnessy* from Chicago, which reached its port in the afternoon of April 22. It was docked at the Wheeler Elevator where a gang of scoopers began unloading the grain. Soon afterwards other carriers began to arrive and the harbor at Buffalo was well filled.

At the present time, despite the fact that more than 1,750,000 bushels are being handled daily, the congestion is increasing all the time. During the last week in April more than 9,000,000 bushels were unloaded and this average has since then been raised.

The outlook at present seems to be that there will be no cessation in the volume of grain. Officials of railroad companies at the head of the lakes, estimate that at least 35 per cent of last year's crop



has not even been moved to the elevators at Duluth, while at least 15 per cent more has not yet been moved to Port Arthur and Fort William.

Boats are now loading slowly, and from present indications there will be no record loading for some time. The congested situation at Buffalo is on ac-

count of so many boats entering that harbor at one time, the ice jam off Whitefish Point having hunched them, and it is believed there will be some delay in clearing on the up trip, as the elevators can not discharge the grain into cars fast enough to keep from being filled to capacity.

trust from the government all harbor lands and areas. There is no charge for navigation, but the revenue of the Commission is derived from wharfage rates on freight and the rental of elevator, warehouse and pier accommodation.

The harbor facilities are provided entirely along the north bank of the river, and mainly within a distance of about  $4\frac{1}{2}$  miles from the Victoria Bridge. In early days, all vessels lay alongside shore wharves, but now the shipping facilities include both shore wharves and piers. The latter project into the stream at a slight angle downstream in order to facilitate the handling of vessels.

The Harbor Commissioners' grain storage and shipping system now consists of the following:

Two grain elevators, with two marine legs each and a conveyor system by which grain can be delivered from either elevator to any of the nineteen steamer berths. The present conveyor system comprises  $2\frac{1}{2}$  miles of conveyor galleries and over ten miles of rubber conveyor belting. Each gallery contains two belt conveyors, each having a capacity of 15,000 hushels per hour. At each berth there are about 15 vessel spouts which deliver the grain from conveyors to the boats. Everything is of fireproof construction and all machinery is electrically driven. There is a storage capacity for 3,620,000 hushels and contemplated extensions for 3,790,000 bushels more, making a total of 7,410,000 hushels. Grain may be received from cars at a rate of 33,000 hushels per hour and at the same time from boats at a rate of 55,000 bushels per hour.

Grain can be shipped by the conveyor system to ocean steamers at their regular berths at a rate of 150,000 bushels (equal to 4,500 tons) per hour. It is possible to deliver grain to five steamers at the same time at a rate of 30,000 hushels per hour to each, or it is possible to deliver to ten steamers at the rate of 15,000 bushels per hour to each at the same time.

## REPORTS OF THE MINNESOTA INVESTIGATING COMMITTEES

The last chapter of the Minnesota grain investigation was written when the reports of both Senate and House committees were submitted during the past month. Taken all in all the impression is general that the criticisms offered upon present methods of the Minneapolis Chamber of Commerce and Duluth Board of Trade are decidedly mild and conservative. The startling revelations which were promised by the investigators at the start of the inquiry, failed utterly to materialize, but the investigation of the House committee developed a lively battle between the Minneapolis Chamber of Commerce and the Equity Exchange in which the latter came off second best due principally to exposure of its lax business methods.

Then it was brought out that mixing of grades was indulged in, but since this was and always has been openly admitted, and it could not be shown that the farmer was defrauded in any way, no

## The Harbor Development of Montreal

Location of the City with Reference to Ocean and Lake Navigation—Obstacles Overcome—Facilities for Storing and Handling Grain—Work of the Harbor Commissioners—Principal Grain Elevators

Among the leading North American ports, Montreal, Que., affords a striking example of harbor development which has been carried on steadily for many years. It is situated on the St. Lawrence River, nearly 1,000 miles from the Atlantic Ocean, and is the leading port of Canada. A large part of the Montreal export traffic is grain, principally wheat, from the western provinces.

The accompanying panoramic view of Montreal harbor illustrates very clearly the excellent facilities of the city with regard to wharves, docks and elevators. Of the latter three stand out most prominently, and it is a peculiar fact that all three of these grain elevators were constructed or added to by the John S. Metcalf Company, Ltd. of Chicago and Montreal. At the extreme left is shown the 1,100,000-hushel steel elevator, marine tower and shipping galleries erected for the Grand Trunk Railway. This elevator has 1,400 feet of shipping conveyor galleries and serves two steamer berths.

The elevator some distance to the right of the Grand Trunk Elevator is Elevator No. 1, owned and operated by the Harbor Commissioners of Montreal. This is of steel construction, with two marine towers and has a capacity of 1,000,000 bushels. Since this photograph was taken, the John S. Metcalf Company has started work on a 1,500,000-hushel reinforced concrete addition to the elevator.

The largest elevator in the picture is the 2,600,000-hushel reinforced concrete Elevator No. 2 of the Harbor Commissioners. This was completed in 1912. Its steel marine tower with two unloading legs may be seen above the end of one of the piers.

With the completion of the addition now under construction, Montreal will have a total storage capacity of 6,865,000 hushels. The elevators can receive 625 cars of grain in ten hours, receive 82,000 hushels per hour from lake vessels and ship to ocean vessels at the rate of 180,000 bushels per hour.

Montreal's position as a grain shipping port has been attained only by overcoming innumerable obstacles. For a long time it was hampered by the dangers of navigation. Within recent years, however, much has been done by the introduction of lighthouses to render navigation both safe and convenient, and in addition extensive improvements

have been made in the 150-mile stretch between Montreal and Quebec.

The city is located at the limit of navigation for ocean-going vessels, since just above it there are numerous rapids. It has, however, a canal system available for vessels of lesser draught, which affords communication with the Great Lakes. Montreal, therefore, occupies the enviable position of being the meeting place of ocean and lake navigation.

The harbor development practically dates from 1825, when the first Lachine Canal was opened, thus making Montreal the meeting point of ocean and inland navigation. This canal had a depth of only  $4\frac{1}{2}$  feet. Between 1841 and 1848, all the canals of the St. Lawrence canal system were completed, giving a 9-foot waterway for the 300 miles from Montreal to Lake Erie. Subsequent improvements have resulted in giving a waterway capable of accommodating vessels of 14-foot draught and 2,500 tons cargo capacity.

The harbor is closed by ice for about five months, but ice-breaking steamers are used to keep the river open as long as possible in the winter and to open it as early as possible in the spring. The spring floods have in earlier years caused much damage to the city and harbor, both by the water (backed up by the ice) and by the "ice shoves" or irresistible movements of the masses of ice piled up on the shore. These damages have been reduced materially by building the new piers and wharves about 13 to 15 feet higher than the old ones, which latter will be raised also to the new level. A flood wall along the shore side of the harbor property protects the city from inundations.

The entire administration of Montreal harbor is in the hands of the Harbor Commissioners, a body composed of three members who are appointed by the government. Its work, so far as expenditures are concerned, is subject to the approval of the Minister of Marine and Fisheries, whose department also has control of the St. Lawrence River, its improvement and navigation. The jurisdiction of the Commission extends along the river for a distance of 17 miles, including both banks, but it does not include the ship channel, which is under direct control of the government. The Commission holds in



PANORAMIC VIEW OF MONTREAL HARBOR. FROM LEFT TO RIGHT ARE THE GRAND TRUNK ELEVATOR, AND ELEVATOR NO. 1 AND ELEVATOR



charges could be made to hold against the Chamber of Commerce. That more No. 1 and No. 2 wheat was inspected outbound than inbound was accounted for satisfactorily by the practice of cleaning and mixing so as to raise the grade of part of the wheat. It was shown that the same thing was done in many line elevators which had the proper facilities. The committees also failed to show that dealing in futures injured the farmer.

The report of the House committee was submitted on April 18. The leading feature was the ignoring of the Equity Exchange, the report confining itself to the Chamber of Commerce. With the exception of that part which urges the separation of the Board of Appeals and the Grain Inspection Department of the Railroad and Warehouse Commission, the committee members were agreed on the recommendations. A minority report was submitted by two of the members on this exception. The following recommendations were contained in the report:

That the rules regarding membership in the Minneapolis Chamber of Commerce be revised and that the state should assert control.

That the state should take up the work of sending out grain price cards to country points.

That legislation be enacted to abolish "unfair" switching charges against grain marketed in Minneapolis.

That the practice of selling to subsidiary companies be discontinued as already ordered by Chamber of Commerce.

That dealing in futures be limited to legitimate "hedging" and to investors who are "ready, willing and able to carry the burden as a straight investment on a reasonable margin."

That branch offices of brokers be discontinued, and a margin of 10 cents a bushel required on lots of less than five thousand bushels.

That the Board of Grain Appeals be separated absolutely from the State Grain Inspection Department.

That grading of grain inspected "in" be made less severe.

That the state provide facilities for ascertaining what per cent of moisture "no grade" wheat may have and still be safely stored.

That more attention be paid to determining the commercial value of wheat by laboratory and baking tests.

That grading of so-called "plugged" cars be changed to protect innocent shippers and penalize the guilty.

That the state provide facilities for shippers to have grain cleaned, dried and mixed at terminal points.

The majority report was adopted by the House, but a strenuous battle took place over a resolution introduced by Chairman Bendixen that the state pay the cost of printing 5,000 copies of the report for free distribution. The resolution was finally withdrawn.

In the Senate the committee headed by Senator Works presented a report which in general meaning upheld the Chamber of Commerce and its methods. The report, boiled down, says:

Inspection and grading of grain by the state department is fair and accurate.

Rule of the Commission in appointing inspectors should be continued; and further, that the same principle be applied as well to the Appeal Board so that no one shall be eligible to appointment on that Board until his experience and competency be established by proper requirements and tests.

Conditions surrounding buying of grain at country stations are usually competitive, and this results in prices, grades and dockage fair to the producer; and

if a price card is to be sent out to country stations, it should show uniform prices as between stations, allowance being made for freight differences and a fair spread in prices between primary and terminal markets, and should be posted for the information of buyer and seller alike.

Consideration of whether a price card might advantageously be sent out under the supervision of the Railroad and Warehouse Commission.

The Chamber of Commerce is an open, broad, competitive market, of advantage to the producers of grain; that "hedging" through purchases and sales of grain for future delivery, against flour sold and wheat purchased, as practiced by millers and operators of elevators, serves a useful function in carrying and handling the grain crops; that by eliminating a risk it reduces to the minimum the cost of carrying and milling grain, and thereby the price margin between the producer and consumer, and that any legislation which would prevent such hedging would be detrimental to grain growers and consumers of grain products.

Efforts of the Chamber of Commerce, to secure in exchanges generally a regulation of trading in grain that will tend to prevent or limit improvident and ignorant speculation, commended.

Restriction of brokers' offices for trading in futures to cities of the first class.

Switching charges by subsidiary switching companies at the Minneapolis terminal should be eliminated and that any other switching charges at Minnesota terminals should be absorbed in the freight charged, thus relieving the shipper of grain of all switching charges incident to delivering his grain to a mill or elevator at such terminals.

Representations are being made that there is at Minneapolis a so-called independent grain exchange and that the Equity Co-operative Exchange, a licensed commission merchant, solicits consignment of grain to be sold on such exchange, while in fact there is no such exchange, and grain consigned to such commission merchant is sold elsewhere.

That the Railroad and Warehouse Commission be requested to investigate these facts and the dealings disclosed by this record, and evidence relative thereto, and take such action thereon as may be required of it by law.

That the Railroad and Warehouse Commission be requested to investigate hay exchanges.

As was the case with the House committee, two members differed from the findings of the majority and presented a minority report, containing the following recommendations:

That the legislature so far as possible provide for full and complete publicity as to the rules, regulations, practices and procedure of the Chamber of Commerce.

That legislation be enacted to abolish the switching charges.

Legislation to abolish the rule of the Chamber of Commerce, which eliminates competition in track bids for grain at country points.

The abolition of that rule of the Chamber of Commerce which gives to one member of the association a lien on the membership of another, superior and prior to ordinary claims and demands on account of indebtedness existing between such members and persons not members of the association.

Legislation which will make the membership of a member of the Chamber of Commerce liable to seizure and sale upon execution in the same manner as other unexempt property.

Legislation making the number of memberships of the Chamber of Commerce unlimited and enabling an applicant for admission to appeal from an adverse decision by the Board of Directors to the vote of the membership at large, and thereafter to any court of competent jurisdiction in any case where he is denied admission to such association arbitrarily or in bad faith.

Legislation which will permit a member of the Cham-

ber of Commerce to sell consigned grain for any charge or margin of profit which he sees fit.

That the Railroad and Warehouse Commission be authorized and directed to take the necessary steps to send daily quotations of actual market prices paid for all varieties of grain at terminal points.

That legislation be enacted covering the entire field pertaining to the handling and marketing of the farm products of the state.

Both majority and minority reports were laid on the table by the Senate. This action was not unexpected because the body had had a strenuous week and although it is said more than forty senators were ready to support the majority report, both sides were primed for a fight and a long discussion would have been precipitated. The total results of the investigation, which cost about \$15,000, were therefore practically negligible except to show some of the things which may be introduced at the next session of the legislature. It is considered probable, however, that the grain investigation will now die a natural death. In commenting upon the reports, President F. B. Wells of the Minneapolis Chamber of Commerce said:

"The Chamber of Commerce was not hit hard in either report. The investigation brought out only the startling information regarding the grain business, that in order to conduct a grain exchange large capital and an established business are necessary."

## DEATH OF W. R. SHROPSHIRE

William R. Shropshire, for several years chief inspector of grain and hay at Atlanta, Ga., and one of the oldest grain brokers in that city, passed away on April 3, leaving a host of friends to mourn his death. He was a man of high character and had built up in the course of his life of 63 years an enviable reputation for honorable dealing, loyalty to his trusts and courage to uphold his own convictions.

Mr. Shropshire was born in Coweta County, Ga., on January 19, 1846, and had practically just commenced his schooling when the Civil War broke out. At the early age of sixteen, he enlisted in the Confederate army, serving in Wheeler's Cavalry until the end of the war. Then he resumed his education and later taught in the high school at Fayetteville, Ga.

In 1867, he moved to Atlanta and entered upon a business career. His experience was varied, for after being associated for some time with A. J. Shropshire in a mercantile business, he sold his interest and entered the employ of a hatter and furrier. Later on he became a tobacconist and still later was employed as a traveling salesman. In 1887 he launched the Georgia Stove and Range Company, now known as the Atlanta Stove Company, of which he was president and general manager. Finally, in connection with his brother, Mr. Shropshire established a grain brokerage business which for the past few years was operated on his own account. In addition, as previously mentioned, he was chief inspector of grain and hay for the Atlanta Grain



NO. 2 OF THE HARBOR COMMISSIONERS, ALL BUILT OR ADDED TO BY JOHN S. METCALF COMPANY, LTD., MONTREAL AND CHICAGO



Dealers' Association. He is survived by a widow and two married daughters.

At a recent meeting of the Memorial Committee of the National Hay Association, of which organization Mr. Shropshire was a greatly esteemed member, the following resolutions were adopted:

Whereas, it has pleased the Heavenly Father to call from among us our esteemed friend and fellow member William Robert Shropshire, and desiring to express our appreciation of him as a business man and fellow member, therefore be it

Resolved, that it is but a just tribute to the memory of the deceased to say that in sorrowing in his sudden removal from us we do so for one who was in every way worthy of our respect and regard. Mr. Shropshire was a man of large mind and liberal education, a public-spirited man of unselfish motives; a man of strict integrity in all his walks and conduct, charitable to others, with a high regard for any and all obligations. He was an enterprising citizen of high degree, putting forth his best efforts to secure for himself and his family the best there was in life. He valued his citizenship highly, and endeavored unselfishly in his own way to better the circle in which he found himself, upholding the organizations of city and state with unselfish motives and untiring interest. Though called away, he still lives in the hearts and minds of all who knew him, and he will long be remembered for his generosity and kindly spirit.

Resolved, that we condole most sincerely with his family at this time and extend to them our sympathy and condolence. They are assured that our members and all who knew him share in their sorrow and loss.

Resolved, that these resolutions be spread on the minutes of our association and a copy sent to the bereaved family.

## LARGE NEW HESS DRIER FOR BARTLETT-FRAZIER COMPANY

A large Hess Drier and Cooler of the 1913 model has just been completed by the Hess Warming & Ventilating Company of Chicago, at the Central



THE CENTRAL ELEVATOR AT INDIANA HARBOR, IND., SHOWING RECENTLY INSTALLED HESS DRIER

Elevator, Indiana Harbor, owned by the Lake Shore & Michigan Southern Railroad, and operated by the Bartlett-Frazier Company. This is the No. 8 Hess Drier, having a daily capacity of 35,000 bushels of grain.

The changes for 1913 over the older models consist of:

First.—Perforated shelves; each steel shelf having numerous slots,  $\frac{1}{4}$  x 5 inches in size, the slots protected with overhanging louvers which prevent clogging and leaking, while admitting air freely through the plates forming the shelves.

Second.—The new type of steam coils, part for exhaust steam, and part with live steam, the pro-

portion of each being in use as the work may require. These coils heat up in two to four minutes, and are entirely free from the unequal strains from heating, which cause leaks in the ordinary coils used in driers. The circulation is perfect, and, as no cast bases are used, the danger of expensive repairs, from leakage and freezing, is reduced to nothing.

Third.—The division of heating chambers and coils into two separate compartments, one above the other, permitting two different degrees of heat upon the grain. There are times when it is desirable to use a sharp heat at first, then less, or vice versa, while drying. This arrangement provides for that, and also, for very light drying; the heat may be shut off from one half of the heating chamber, and it may be used with cold air, thus increasing when desired, the cooling capacity of the drier.

The drier, throughout, is formed of pressed steel plates, so keyed together that it forms an immensely strong structure, yet so open that the operator may readily pass through and into any part of it, for observation or adjustment.

The power required for the fans is remarkably little, being only 40 horsepower, and no re-elevation nor rehandling of the grain is required, as the grain is both dried and cooled in one operation, and is finished when it leaves the hoppers at the bottom of the machine.

The Indiana Harbor machine is in two units, which may be run separately on two lots of grain, or both together on the same grain, or one unit may be cut out and the other run separately. This is the fifth Hess Drier bought and operated by the Bartlett-Frazier Company and its connections.

## GREAT RECORD IN ELEVATOR CONSTRUCTION

A remarkable record has been established in Port Arthur and Fort William in elevator building since the passage of the Canadian Grain Act last year. In this comparatively short period nearly fifteen million bushels of storage capacity has been added or is to be added by construction, contemplated or

under way. Fort William includes in this total a 3,000,000-bushel addition to Elevator "D," a 2,500,000-bushel addition to the Grand Trunk Pacific elevator and the Canadian Pacific 1,000,000-bushel mixing elevator. In Port Arthur there was an addition to the Canadian Northern elevator of 2,500,000 bushels, a second contemplated addition of the same capacity and the new Government elevator, with a capacity of 3,250,000 bushels, construction of which is now under way.

A bill to give threshermen a lien on all grain which they thresh has just been signed by the governor of Michigan.

## A NEW ELEVATOR IN WISCONSIN

The elevator shown in the accompanying illustration is brand new, having just been completed for E. Hauterbrook of Green Bay, Wis., and is equipped with up-to-date machinery throughout. The elevator



ELEVATOR OF E. HAUTERBROOK, GREEN BAY, WISCONSIN

is not known by the owner's name but is styled the Rapid Electric Power Grain Elevator, and besides handling grain makes a specialty of feed grinding. The total storage capacity is 20,000 bushels.

As its name indicates, the elevator is electrically driven, having four electric motors with a total of 42½ horsepower. Two 10-horsepower motors are direct connected to a Monarch Ball Bearing Attrition Mill, while the other two motors run the remaining machinery, including an Invincible Receiving Separator, an electric shovel for unloading cars and a 24,000-pound Fairbanks-Morse Hopper Scale. There are also installed two smaller Fairbanks-Morse Scales.

Grain is elevated to the full height of the building by means of an elevator leg having a capacity of 2,500 bushels per hour. From there it is distributed into nineteen bins. The elevator is arranged so that grain can be taken from wagons on the south side of the building and run through an 80 foot galvanized pipe into cars on the north side.

The main building is 30x30 feet in dimensions, with a total height of 87 feet. Adjoining it is a flour warehouse and office one story in height, shown at the left of the illustration. Both of these buildings are covered with galvanized iron. Not only is electricity used for power but for lighting as well, tungsten lamps being installed throughout. The electric wires are all laid in conduit. J. H. Plettuer of Green Bay designed the elevator and superintended its construction.

The crops of the Salinas Valley in California have been almost a total failure and a resolution was recently introduced in the legislature to remit to the farmers the 10 per cent deposit paid to the State Board of Prison Directors for grain bags.

A corn pile containing 30,000 bushels on the farm of Roy Irwin near Lewis, Kan., is claimed to be the largest heap ever collected on a Kansas farm. Mr. Lewis had 800 acres which yielded from 35 to 40 bushels per acre, and the big pile represents his total corn crop.



## New Concrete Elevator at Schneider, Indiana

Large Workhouse—Facilities for Receiving, Shipping, Weighing, Cleaning, Transferring and Mixing Grain—Complete Drying Plant and Bleaching System—  
Well Equipped Power Plant

There is very little in modern elevator design which has not been included in the construction and equipment of the new reinforced concrete elevator of the Chicago, Indiana & Southern Railway Company at Schneider, Ind. The elevator, which is shown in the accompanying illustration, is now practically completed and will very soon receive its first consignment of grain.

In the complete plant there are the following structures, all built of reinforced concrete. A workhouse, 42x56x175 feet high; 8 storage tanks, each 20 feet in diameter and 76 feet high, with a capacity of approximately 170,000 bushels; a drier building 27x32x52 feet high; a bleacher tower 6x6x62 feet high; a power-house 39x47x20 feet high. In addition there is a dust house 12x36 feet, of frame construction, with metal covering.

The workhouse is of monolithic reinforced concrete construction from the foundation to the roof. There are fifteen square bins, 56 feet deep, which have an approximate total capacity of 80,000 bushels. With the outside storage tanks the total capacity of the elevator is about 250,000 bushels.

The cupola which surmounts these bins is 72 feet in height, and has four floors, consisting of the bin, scale, garner and top floors. There are five elevator legs in the workhouse, which will be used for the receipt, shipment, transferring, weighing, cleaning and mixing of grain. Three legs, two for receiving and one for shipping, have a capacity of 8,000 bushels per hour, while two cleaner legs have a capacity of 4,600 bushels per hour. There are three 1,600-bushel hopper scales, served by the same number of garners of equal capacity.

The cleaning machines are located on the first floor and consist of one No. 11 Monitor Oat Clipper, one No. 11 Monitor Warehouse Separator and one No. 7 Monitor Single Warehouse Aspirator. A rope-drive operates all the cleaning machines, elevators and conveyors.

The grain is delivered into the storage tanks from the receiving scales over a 30-inch belt conveyor, and is removed from same by a similar conveyor of the same size contained in a tunnel under the tanks which connects with the basement of the workhouse.

The drier building is located seven feet south of the workhouse. It is provided with an Ellis Drier of 750 bushels' capacity per hour. Grain from the workhouse is delivered to the drier and returned by means of two screw conveyors.

The bleacher system, whose tower is located a few feet south of the workhouse is to be supplied with grain spouted direct from a divided bin in the workhouse. The bleached product is returned by means of two screw conveyors.

A track shed 30x84 feet, extends over the two tracks on the west side of the workhouse. This shelter is built of structural steel framing and covered with corrugated asbestos steel. It affords weather protection to the two receiving pits under the first track immediately adjacent to the elevator, and also to the second track to be used for shipping purposes. Two shipping spouts provided with Sandmeyer loaders will deliver the grain from the workhouse to the cars on the second track.

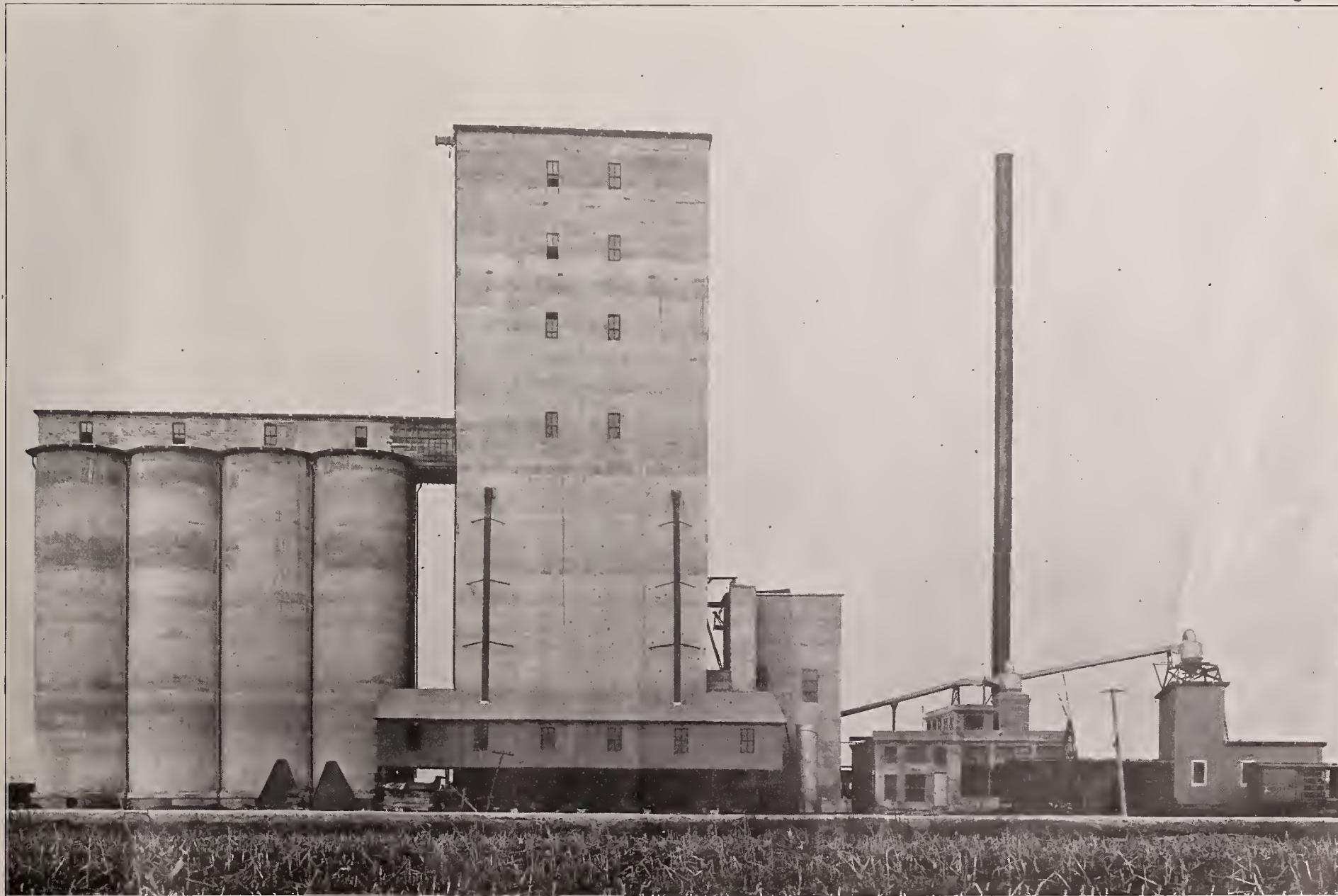
The power plant is equipped with two 72-inch by 18-foot boilers and an 18x24 engine which furnishes power to the entire plant. All buildings are provided

with electric lights supplied with current from a 10-kilowatt D. C. generator belted to the engine shaft in the power-house. The dust house is equipped with a motor-driven dust packer. This motor, which is the only one in the entire plant, receives its current from the above-mentioned D. C. generator. The complete plant was constructed by The Stephens Engineering Company, Monadnock Block, Chicago.

### EXTRA ELEVATOR CHARGES AT MONTREAL

Grain shippers have recently been notified by the Harbor Commissioners of Montreal that grain stored in Elevator No. 1 for delivery to vessels anchored east of Elevator No. 2 will be charged three-tenths of a cent per bushel, and that grain stored in Elevator No. 2 for delivery to vessels anchored west of Elevator No. 1 will also be charged three-tenths of a cent per bushel. This charge is in addition to the regular elevating and delivery charges. It is essential therefore that shippers, in order not to incur these transfer charges, should designate the elevator in which the grain is to be stored.

An interesting question which has arisen in connection with this extra charge is who should pay the extra expense for unloading grain into one of the two government elevators when the capacity of the other is filled? The Harbor Commissioners maintain that it is not their duty to transfer the grain from one elevator to the other and bear the expense of it. On the other hand, it is held that as the government has undertaken to supply elevating facilities for which it exacts full charges, if when one elevator is full or unable to take in waiting cargoes, and the bins of the other can receive them, then in the event of such grain cargoes requiring transferal to the other elevator before being put on board ocean steamer, the expense should be borne by the Harbor Commission.



NEW ELEVATOR OF THE CHICAGO, INDIANA & SOUTHERN RAILWAY COMPANY AT SCHNEIDER, IND.  
Constructed by the Stephens Engineering Company, Chicago.



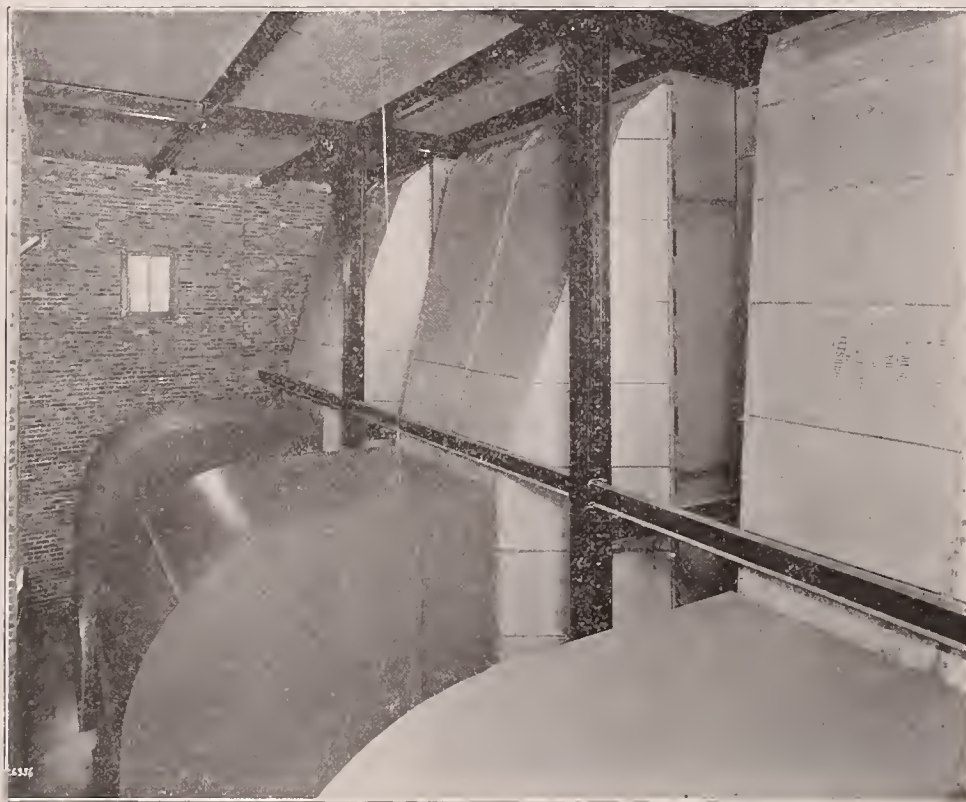
## The Great Northern Drying Plant

Battery of Three Units—Exceeds Guaranteed Capacity on First Test Run—Specially Designed Economizing System—Absence of Noise and Vibration—  
Installed with Separate Power Plant

The Great Northern Railroad has for years prided itself on its splendid grain handling facilities in Superior, Wis. The immense steel elevator designed

system of peculiar design and proportions has been installed.

One of the most striking characteristics of the



HEATERS AND HOOD CASINGS ON COIL FLOOR

by Max Tolz, mechanical engineer of the Great Northern Railroad, in 1899, and erected under his supervision at Superior, is without question one of the fastest of the many huge elevators on the Great Lakes. It was with the intention of finding a grain drier which, when erected, would compose the finest plant of its kind in the United States, that A. B. Clark, superintendent of the Great Northern Elevators, of which A. D. Thomson is the lessee, made an extended trip over the Central West and Atlantic states. The contract was awarded to the Ellis Drier Company of Chicago, who have just completed the drying plant, the capacity of which is 2,000 bushels per hour. On an actual test run the machine ran approximately 30 per cent over the guaranteed capacity. The test was exceptionally severe as frozen wheat was fed directly to the garners.

The drier is composed of a battery of three units, it being possible by an arrangement of clutches to operate either of the units alone or in combination. One unit is specially designed for the handling of flax seed and is completely separated from the other in two units.

It has its own power plant comprising boiler, engine and pump rooms. A Heine Water Tube Boiler furnished steam to a Ridgeway Engine. Arrangements have been made in the installation of the engine for a direct connected generator which will be slipped on during the summer and used for the operation of the annex. The main rope-drive passes from the engine room to a heavy jack shaft in the drier house from which the three vertical rope-drives for the fans are taken. The location of jack shaft and clutches is shown in the accompanying photographs.

The drier is absolutely continuous-feed in operation and the complete plant outside of a single fireman is under the control of one man. The operation of all feed valves is done from the ground floor and at no time during the running of the entire plant is it necessary for the drier man to ascend the stairs.

It is claimed by the erectors that this plant is showing fully 30 per cent greater steam economy than any plant previously erected by them. To obtain this exceptional economy an economizing

plant when in operation is the complete absence of vibration and noise as well as dust. The use of the so-called return air system has made it possible to

completely confine any dust which may be exhausted from the machines to a small dust gallery in front of the top section of the machines. These galleries are connected to the screw conveyors on the ground floor, with sweeping spouts which carry the dust back to the elevator, or it may be sacked if desired.

All exhaust from the engine is completely utilized in the heating coils. Two coils only to a unit are piped for live steam and are used as an auxiliary. The two McGowan Receiver Pumps are located in the pump room and return all water of condensation from both the exhaust and live steam coils directly to the boiler. The boiler may be steamed indefinitely on one filling as every particle of steam is condensed in the coils and returned through the feed line. Particular care was taken to cross connect all pumps, traps, and steam lines in case of break down or leaks.

The plant is located at Superior, Wis., at the south end of the Great Northern "X."

### NEW B. & O. ELEVATOR IN CHICAGO

A grain elevator with a capacity of 875,000 bushels will be erected soon by the Baltimore & Ohio Railroad in Chicago. The contract has been awarded to James Stewart & Co. of Chicago and construction work, it is announced, will be immediately commenced so that the elevator may be completed in time to receive this year's crop.

Concrete foundations will be placed on piling cut off at the water line, and the entire building will be constructed almost entirely of reinforced concrete. The work-house will contain 55 bins having a total capacity of 250,000 bushels and in addition there are planned 70 storage bins with an aggregate capacity of 625,000 bushels.

The layout of the plant includes three receiving elevators, three shipping elevators, two cleaning elevators and a screening elevator. There will be a system of 24 and 36-inch belt conveyors running to and from the dryer plant, four boat-loading spouts, six pairs of shovels and two drum car-pullers. The special equipment will include a dust col-



GENERAL VIEW OF THE GREAT NORTHERN DRYING PLANT, SUPERIOR, WIS.



lecting system, six sets of hopper scales, a passenger elevator, a Monitor Oat Clipper and a Monitor Separator. The elevator will be located on the Calumet River and will have a concrete dock 300 feet in length.

### CORN PRODUCTS COMPANY FILES ANSWER

Replying to the government charges the Corn Products Refining Company has filed a statement denying that it is a trust or that it controls the glucose industry of the country. It is set forth

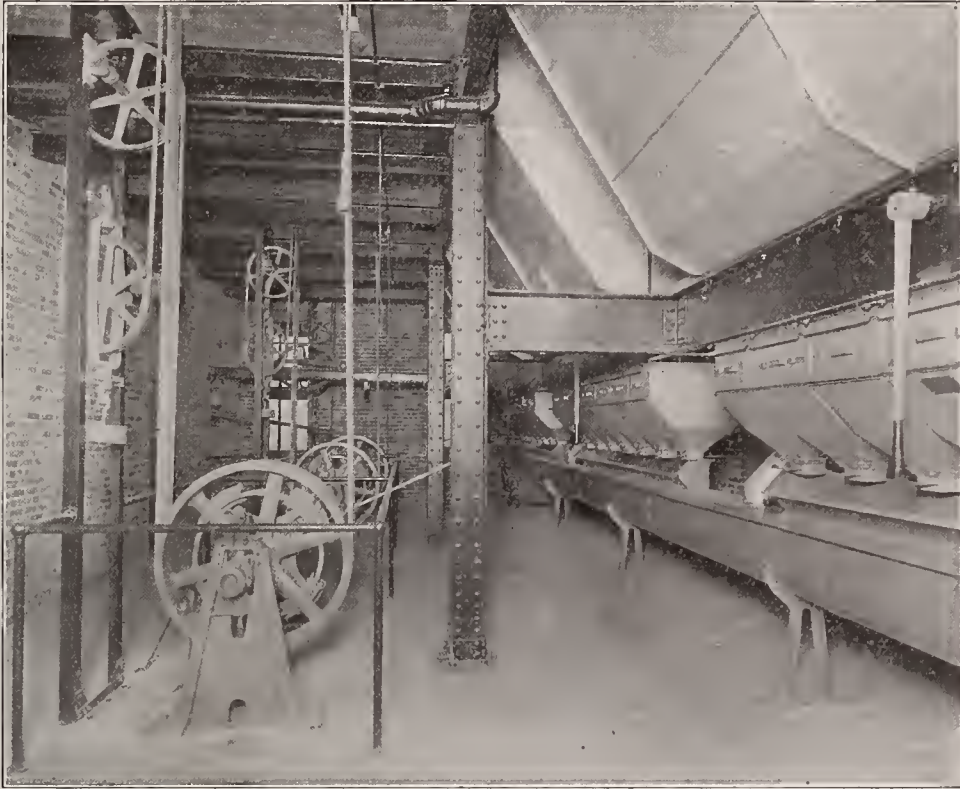
No public institution, however honestly it may carry on its business and however beneficial it may be to the general public, is wholly exempt from

Some years ago when the cost of living began to ascend beyond all reasonable limits, a general outcry was raised all over the country against those associations dealing in cereals, and more especially against the Chicago Board of Trade, the largest grain market in the world. The attacks were of such a virulent character at that time, that it came near causing the enactment of most drastic laws against these institutions in the various state legislatures and in Congress. Had it not been for the enlightening testimonies given before the various law enacting bodies, laws prohibiting dealings in the necessities of life would have been enacted and Boards of Trade would have been abolished.

Present indications show, however, that the danger, which some years ago threatened the life of the various grain dealing institutions of the country, still exists and unless the members of these Boards of Trade bestir themselves and inaugurate an educational propaganda, stringent enactments may be adopted by the various legislatures, which would be injurious not alone to themselves but to the whole country.

The enemies of the grain dealing associations find the present time, when everybody is agitated over the high cost of living, very opportune to accuse the Boards of Trade with being the cause of the present high cost of living. But to accuse is one thing, and to prove an accusation is quite another thing.

The Chicago Board of Trade needs no champion to defend itself against any such puerile accusations. The past course of this body, since its organization over sixty years ago, is an eloquent testimony to



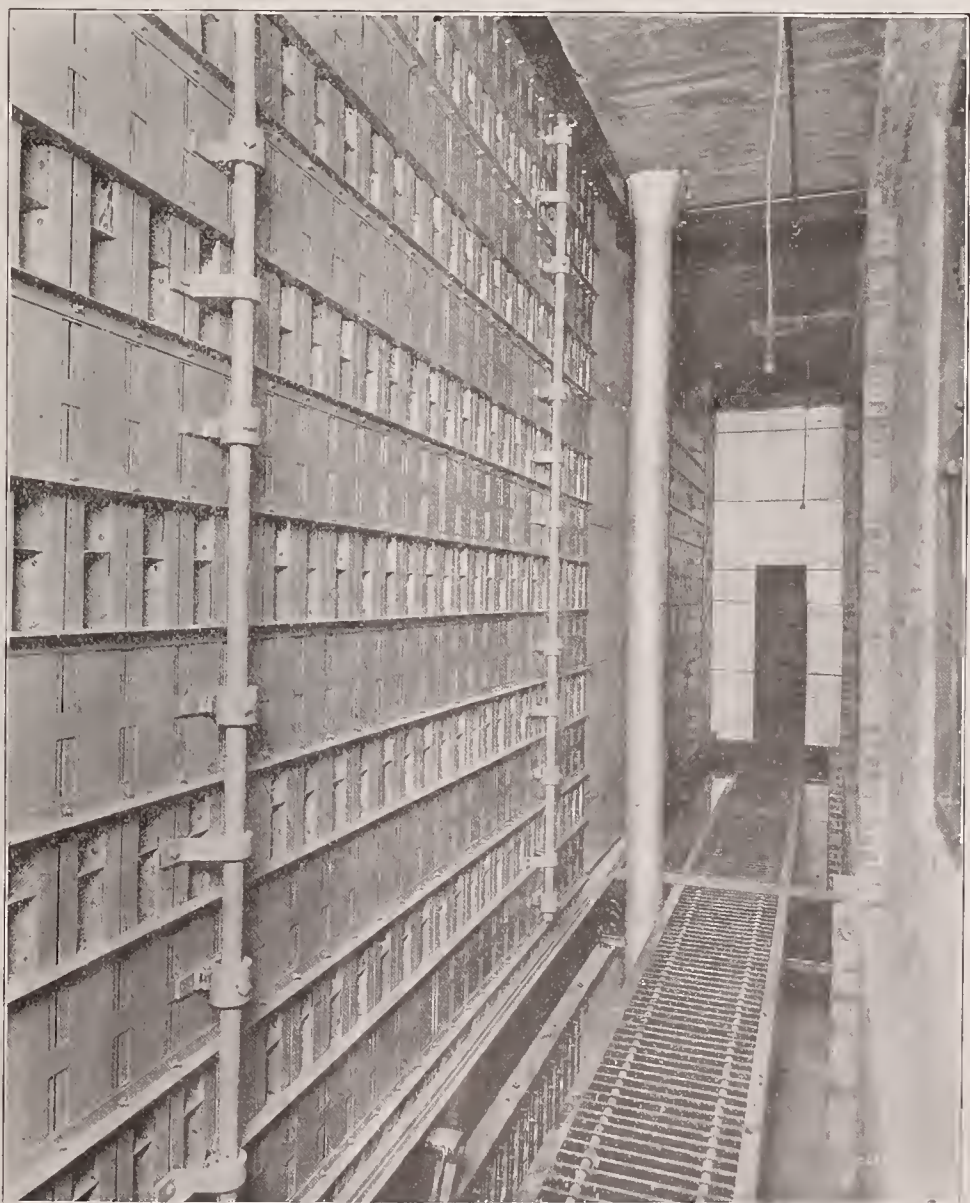
ARRANGEMENT FOR CONTINUOUS FEED [Described on Preceding Page.]

most emphatically that the company, instead of controlling approximately 80 per cent of the interstate trade in mixed syrup, controls less than 50 per cent of that trade. The defendant company states that it uses only about 1 per cent of the corn produced in the United States, has no control over the price of corn and that the prices of corn products throughout the existence of the corporation have changed constantly in response to changes in the price of corn.

The property acquired by the Corn Products Refining Company at the time of its organization is believed by it to be worth less than the price paid for it. This belief is strengthened by the fact that with the strictest economies and most efficient operation the company has never been able to earn what is considered a fair return on the purchase price. It is admitted that from November, 1906, to January, 1910, a profit sharing plan, approved by three United States Circuit Courts, which contained no agreement or obligation whatsoever to make customers buy exclusively or at all from the company, was in effect. It is also admitted that the company occasionally sells its products with price guaranteed to date of shipment, but it is asserted that this is a common practice among all classes of manufacturers.

With reference to the dismantling of plants the answer says that the six plants which came into the control of the company at its organization are all still in operation, except the plant at Chicago. This was declared unsafe by the city authorities in 1908 and condemnation was threatened. To supply the place of this there was built at Argo a new plant of modern concrete construction, which was erected with a grinding capacity largely in excess of the Chicago plant.

A heavy demand for Canadian grain on the part of Germany, France and several other European countries has been reported. Germany is the chief purchaser and the amount of grain exported to that country has given rise to rumors of possible war.



VIEW OF DRIERS ON SECOND GALLERY [Described on Preceding Page.]



the large share it had in promoting the prosperity of the great West and Northwest and in making Chicago the largest grain market in the world and the fourth city in point of population on the face of the globe.

It would be wasting time and printers' ink to enumerate here all the imaginary sins with which the Chicago Board of Trade is being accused of, I will pick out now merely those which its enemies consider most flagrant.

Before saying anything further, I may state that although at present not a member of the organization, I have been associated with it more or less for forty-seven years, so what I say is not from mere hearsay but from actual experience. I will further say that the larger part of my association with the Board was devoted to the cash grain trade, so that it cannot be said that I am influenced by those who follow the selling and buying of grain for future delivery.

One of the great crimes brought against members of the Chicago Board of Trade and its like is said to consist of that they deal in options. This term of dealing in options is used erroneously by a large majority of the uninitiated. The fact is, that the dealing in options on the Board of Trade is but an infinitesimal part of the Board's daily transactions. Hundreds of thousands of bushels of grain are bought and sold every business day for future delivery or for spot cash, but only a comparatively small trade is being done in options, and these are mostly bought and sold by traders who wish to insure themselves against possible losses which a change in the market may occasion them, during the life of the purchased privilege.

As I understand it, the present accusation against the Chicago Board of Trade is said to consist of its efforts to have the present Illinois legislature pass a law legalizing the trade in "Puts" and "Calls," or in "Ups" and "Downs" as these privileges are at present known. Unless the accusers can positively prove that improper means are being employed by the Board to pass such a law, there is nothing reprehensible in the mere efforts on the part of the Board or of its members to have trading in privileges legalized. On the contrary, the officers of the Board should be commended for trying to dissipate the only cloud under which the present trading in privileges is being done on the Chicago Board of Trade.

All who have watched the progress of the Chicago Board of Trade, will remember that some years ago, yielding to the general clamor of its enemies and to the timidity of its officers, it passed a rule prohibiting the trading in privileges, and what was the result of this mistaken policy? The trading in privileges by the members of the Board was done in Milwaukee, where neither the Chamber of Commerce nor the state forbade such trading. It was not long, however, before the Chicago Board of Trade awakened to the sad fact that the grain trade of Chicago was gradually slipping away from its grasp and was being transferred to the neighboring city in Wisconsin.

As to legitimacy of buying "Puts" and "Calls," there can not be the least question. The same privileges are traded in, daily, by thousands of persons who are engaged in trading in other commodities besides cereals. Options are bought and sold extensively in real estate, in cotton, in dry goods, and hundreds of other kinds of merchandise. No one ever thinks of charging the persons buying and selling such privileges as gamblers. I challenge those who find fault with the Board of Trade methods, to show me another body, of men whose trading rules and methods are as free from taint and trickery as those of the Chicago Board of Trade. Do they stop to think that the Chicago Board of Trade whom they now calumniate, laid the foundation for Chicago's present greatness not only as the greatest grain market in the world, but also of the phenomenal growth of its manufacturing and wholesale potentialities.

It is due to the founders of the Chicago Board of Trade and their successors, that Chicago occupies now the enviable position of being the second

city in the United States and the fourth in point of population in the world. An institution which can show the receiving, the handling and the shipment of 266,763,996 bushels of grain as the Chicago Board of Trade did during 1910, cannot be looked upon with contumely or charged with dishonest methods. Where can you find another institution composed of between 1,600 and 1,700 members, who punish their members so impartially and conscientiously as does the Chicago Board of Trade for the least infraction of their rules governing them? Directors, vice-presidents, and even an ex-president have been expelled for technically violating rules without their being adjudged guilty of dishonesty.

Now comes the question of whence is the origin of these periodical onslaughts on the Chicago Board of Trade and other grain exchanges? When it is considered that the present high cost of living presents the readiest opportunity for enemies to vent their spleen on corporations and men whose success they have been enviously watching for years and years, it is easy to divine the motives of these onslaughts. During the early seventies while for a short period I combined with my cash grain trade a commission business for buying and selling grain for future delivery, my experience was that while I made money for my customers, I was considered an honest commission man and the Board of Trade was a paragon of honesty in the eyes of my customers. But as soon as luck turned and my customers lost money, they at once shattered their idols for honesty and the Board at once became a gambling den. Human nature is the same now as it was forty years ago, and that will partly answer the question of where all these virtuous grumblers and fault finders come from.

## BIG GRAIN BOAT SINKS IN LAKE MICHIGAN

The steamer *Uganda*, which was in the vanguard of the spring fleet, was crushed in the ice of Lake Michigan near the Straits of Mackinac, on Saturday, April 19, and sank to the bottom. The vessel, which was one of the largest wooden vessels on the Great Lakes, left Milwaukee for Buffalo in advance of the other grain boats carrying a cargo of 100,000 bushels of corn. Heavy ice encountered at Mackinac rammed the ship and cut a hole in



THE GRAIN CARRIER "UGANDA," WHICH WAS SUNK BY ICE IN LAKE MICHIGAN

her bow. Water came in so rapidly that the pumps were valueless.

The crew of twenty-two men, including captain, first and second mates, two wheelmen, two watchmen, two engineers, two cooks and a number of deck hands, were rescued by the steamer *Donaldson*. The *Uganda* was uninsured and the property loss including the vessel and its cargo of corn amounts to about \$86,000.

Alfalfa growers in central Illinois are urging the passage of a law by the state legislature to rebate all state taxes on tracts of more than five acres, seeded to alfalfa.

## A MODERN KANSAS ELEVATOR

The recently erected elevator of the Russell Lumber Company at Gorham, Kan., completed on March 1, 1913, is thoroughly up-to-date in both design and equipment. The accompanying illustration shows



ELEVATOR OF RUSSELL LUMBER COMPANY AT GORHAM, KAN.

this elevator as it appeared during the last construction stages. The total ground space is 30x42 feet and the elevator rises to a height of 36 feet, exclusive of the cupola. It is of studded construction covered with flat, galvanized iron and the roof is formed of interlocking galvanized shingles.

The elevator has a capacity of 30,000 bushels contained in 8 large storage bins and several smaller bins directly above the wagon dump and working floor. The engine house, which is the small build-

ing shown at the right, is of reinforced concrete construction, measuring 14 feet wide by 18 feet long. This houses a 25-horsepower Fairbanks-Morse Oil Engine, direct connected to the line shaft.

The driveway, working floor, scale floor and cupola have ample space to permit the operator free access at all times to the machinery. The pit is 18 feet deep and has a car sink for unloading cars. From here, the grain is carried by a screw conveyor to the elevators. One leg is equipped with a 15-duct Hall Signaling Distributor together with a non-choking boot. A stand of 9x18 Great Western Rolls, 3 pairs high, and a Eureka Double Receiving Separator occupy the working floor. A separate



elevator takes care of the meal from the rolls and delivers it to bins for sacking.

There is a man-lift from the working floor to the cupola and all machines are fitted with friction clutches. A 1,500-bushel Fairbanks Automatic Scale is located in the cupola, arranged to weigh either into cars or through the elevator proper. The transmission machinery was all furnished by the Great Western Manufacturing Company of Leavenworth, Kan.

### ALFRED RISHWORTH TATTERSALL

Alfred Rishworth Tattersall of London, England, is today the best known foreign milling engineer in the United States and is an example of the English system of training. Mr. Tattersall comes naturally by his interest in milling, representing the fourth generation of his family to be identified with the milling business. In addition he received the thorough education, theoretical and practical, that is considered essential in England to fit a young man for any profession. As a result, when he turned his attention to milling engineering he



ALFRED RISHWORTH TATTERSALL

brought to the business the keenest practical knowledge.

His ability has been recognized by the City and Guilds Institute of London, which awarded him "First Prize Honors" and "First Prize Ordinary" in milling technology, while from France he received the "Award of Merit" for break and reduction machines. In the United States the introduction of his invention, the "Midget" Marvel Mill, has added greatly to his fame.

In Europe Mr. Tattersall is best known by his inventions in break and reduction machines, which he has applied to flour mills throughout the Continent, both large and small. The principle of these machines he has incorporated in his "Midget" Marvel Self-Contained Mill, and this explains how it is possible for the mill to give such unusual results in a short system.

We understand that business interests will likely bring Mr. Tattersall to America this year and that an effort is now being made to have him anticipate his visit by coming over in time for the Operative Millers' Convention at Kansas City in June, and that he will be invited to deliver an address on "Break Systems." It will be quite a treat to hear this well known engineer on this most interesting subject.

An ear of corn containing more than 1,300 grains has been reported at Larned, Kan. On this mammoth ear there are 26 rows averaging more than 50 grains per row.

## The Pile of Corn Cobs

An Incident in the Career of Kaffir, the Grain Dealer—His Quick Wit and Knowledge of Human Nature Proves Valuable in an Emergency

By GUIDO D. JANES

The corn cob pile obscured the view. Yes, it shut off the outside world and made the office of the Tierce Elevator Company as dark and gloomy as a cell. Proprietor Kaffir of course did not like this state of affairs and said so with many expletives. He wasted a good deal of valuable time also in a vain attempt to eliminate the cobs, but after repeated failures he was obliged to harbor them as a necessary evil.

Finally, however, when the pile actually grew to such large dimensions that the office window could not be opened to allow the gentle spring breezes and flies to enter, Kaffir decided to retreat with his office and equipment to one of his concrete storage annexes, where life could be started anew.

Acting on this thought, he bundled up a few of his more valuable papers and sauntered away. At the elevator driveway he met Foreman Flue.

"I am beaten," he began imparting his motives to the employee. "The cobs have given me my base on balls. I am going to second (pointing to Annex No. 2). From there I will try to steal home and bring in the winning run of our business."

"I'll use a respirator and be behind the bat and catch you out if you do," replied Flue. "The Annex is no place for you. Too cold and disagreeable. Why not do away with the cobs by using them to plug up box car leaks or give them to the poor for near-food souvenirs!"

"I had not thought of that. A good suggestion, foreman. We might get rid of some of them in that manner. But if we could only convert them into cash. If—"

The sentence was not finished for just then Banker Draught of the Ducktown Savings & Trust Co. broke in on the scene. Trouble sat upon his face.

"Goodness," he cried. "There is a run on the



"BANKER DRAUGHT BROKE IN ON THE SCENE" bank. You are a stockholder, Mr. Kaffir, and will be responsible for double the amount of the stock. What shall we do?"

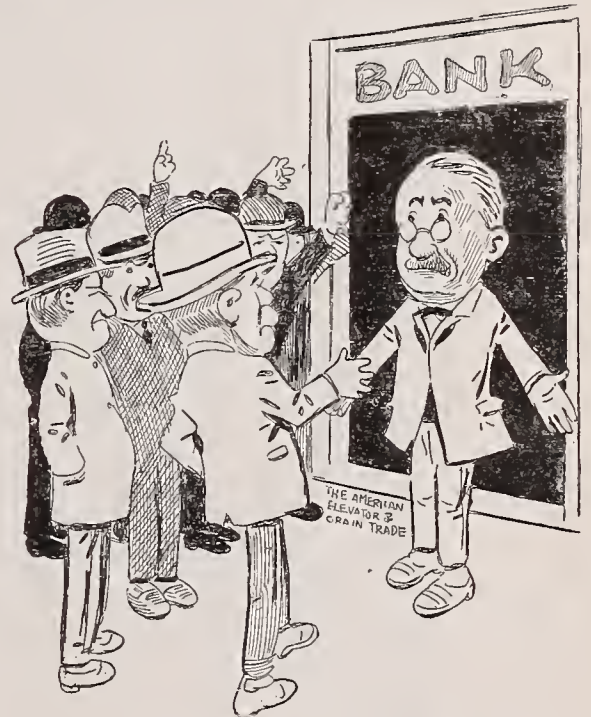
"Stop the run of course."

"How?"

"That's easy," cried Kaffir with a note of exultation in his voice. "I think I can get you out of the difficulty. I won't divulge it just now. But hurry back and inform the depositors that Mr. Kaffir will be there shortly with enough currency to swamp the very vaults."

At first Draught was skeptical, but a look from the elevator man to his foreman banished the doubt, and he sprinted for the bank, reaching it ten minutes later. Quite out of breath and covered with perspiration, the banker pushed his way through the excited throng and thus addressed them:

"Say, fellow citizens and alarmists," he began. "Cut out this foolishness. Mr. Kaffir, the elevator man, promises to be here on the job in twenty min-



"CUT OUT THIS FOOLISHNESS"

utes to blot out this run with enough money to pay you ten times over. Which would you rather do, get your money and run the chance of being robbed or permit it to stay here out of harm's way?"

"We want the cash," cried half a dozen. "We demand it. Give it to us."

"Very well, we will all go to ruin together. Come on. But one thing I ask and that is you leave enough money for me to purchase a revolver to bullet myself out of existence."

"All right, you can have the six-shooter."

And the run continued. Dollar after dollar was shelled out to the excited sheep, and soon there remained but a few dirty one-dollar bills and a handful of plugged nickels.

Just as these were handed out, and after the banker had given Kaffir up for lost, a big hubbub and commotion was heard outside. Looking into the street, Draught beheld the happy sight of a wagon filled with sample grain sacks of gold and silver. Foreman Flue was driving while two sweepers and the grain merchant were perched upon the load guarding the same with drawn revolvers.

A cheer went up from a hundred throats as Kaffir jumped off and began carrying the vast wealth into the bank.

Sizing up the situation instantly the banker left his place at the counter and going to the front door remarked in stentorian tones that every cent would be paid the depositors with interest at three per cent.

But instead of taking advantage of this, they retraced their steps and began redepositing their money. The run was over. The bank was saved.

"You are a regular man-lift," said the banker to Kaffir twenty minutes later as the last bank runner left. "You have raised me out of ruin and into prosperity. But where did you get the money so quickly. I suppose you made a dash for Friendsville."



"Did not go that far, Mr. Draught. Picked it up around the office. See, I will show you."

And opening one of the bags he dumped its contents on the teller's desk.

"Well, I'll be hanged," ejaculated the astonished banker. "If it isn't a lot of cut up corn-cobs."

## ILLINOIS GRAIN DEALERS' CONVENTION

The Illinois Grain Dealers' Association will return to Chicago for its twentieth annual convention, on June 3 and 4, after an absence of six years.



THE CHICAGO BOARD OF TRADE

The last time that the organization convened in Chicago was in June, 1907. Since that time the association has grown at a rapid rate and the present meeting promises to be one of the most important as well as the best from the standpoint of sustained interest and importance in its history.

Elaborate preparations have been practically completed for the entertainment of the guests. The Chicago Board of Trade is working with the officers of the Illinois Grain Dealers' Association to make the sessions a big success in every way. The La Salle Hotel, the lobby of which is shown in the accompanying illustration, will be the convention headquarters.

The complete program of the convention is as follows:

### TUESDAY MORNING SESSION

10:30 A. M.

Call to order....President Lee G. Metcalf, Illiopolis.  
Invocation.....Rev. Olin M. Caward, Chicago  
Song—*Illinois*.....Mrs. L. E. Yager, Oak Park  
Address of Welcome for Chicago Board of Trade.

Edward Andrew, president Chicago Board of Trade  
Response for the association.....

.....Vice President S. C. Taylor, Kankakee  
Reading Minutes of last annual meeting.....

Secretary's Report..Secretary S. W. Strong, Urbana  
Treasurer's Report..Treasurer H. I. Baldwin, Decatur

Finance Committee's Report.....  
.....Geo. Ritscher, chairman, Owaneco

New Business .....

### TUESDAY AFTERNOON SESSION

1:30 P. M.

President's Address.....Lee G. Metcalf, Illiopolis  
Reports of Committees.

Arbitration—H. A. Rumsey, chairman, Chicago  
Executive—W. L. Shellabarger, chairman, Decatur  
Legislative..Thos. Sudduth, chairman, Springfield  
Claims Department—R. C. Baldwin, chairman,  
Bloomington.

Election of Officers .....

New Business .....

### WEDNESDAY MORNING SESSION

10:00 A. M.

Crop Improvement—Bert Ball, secretary Crop Improvement Committee, Council of Grain Exchanges, Chicago.

Report of Resolution Committee—Geo. D. Montelius, chairman, Piper City.

Some Matters Affecting the Association from a Legal Standpoint—Wm. R. Bach, attorney for the association, Bloomington.

The general committee in charge of arrangements consists of: Adolph Gerstenberg, B. S. Wilson, Edward Hymers, J. H. Rawleigh, F. M. Combs, Chicago; Lee G. Metcalf, Illiopolis; W. L. Shellabarger, Decatur; S. W. Strong, Urbana. Al. Smith of the Chicago Board of Trade will be sergeant-at-arms.

## MINNESOTA WILL SEND OUT MARKET PRICES

One of the results of the recent Minnesota grain investigation was the enactment of a measure by the state legislature ordering the state railroad commission to send out daily price cards for grain shippers to Minneapolis and Duluth. A daily bulletin published at the present time in Minneapolis was attacked by several witnesses at the investigation, who claimed that prices in excess of the market quotations were sent out to certain points at the request of dealers. Senator Works, chairman of the Senate Grain Committee, who introduced the resolution, declared that he did not believe the present service had been abused, but that in view of the criticisms it would be better for the state to take the matter over.

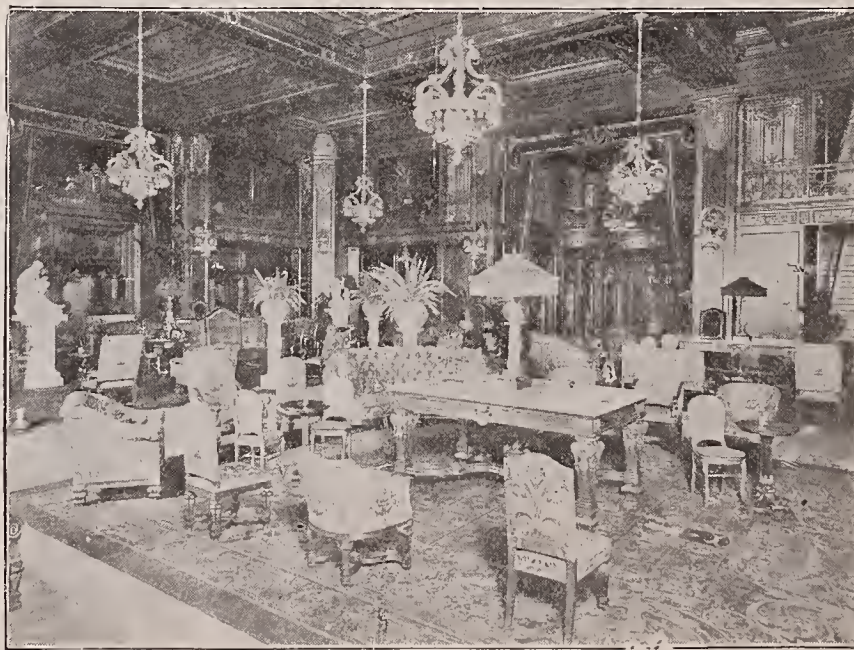
Under the terms of the resolution the Minnesota Railroad Commission is instructed to prepare, issue and furnish to subscribers a price card showing the market price for each grade and kind of grain at Minneapolis and Duluth for each day. The service is to be paid for by subscribers and the proceeds will go into the state grain inspection fund. The first of these price cards will be sent out next August at the opening of the crop season.

## GRAIN ELEVATORS IN RUSSIA

The lack of facilities for grain storage in Russia was noted recently by U. S. Consul H. D. Baker, who recently passed through that country en route to Hobart, Tasmania, where he is stationed. In reference to this, he says:

"I was comparing the American and the Russian storage system with a grain merchant in St. Petersburg, and he told me he considers that a great benefit could be wrought in Russia if those interested in the grain trade of the United States could visit Russia and invest money in elevators, and engage in handling grain on a big scale.

"The Russian farmers have not the advantage of a great institution like the Chicago Board of Trade, where there is an active market established which is public property, and also where you have splendid



LOBBY OF THE LA SALLE HOTEL, CHICAGO

day an informal entertainment by amateur talent of the Chicago Board of Trade will be given in the Red Room of the La Salle Hotel.

Members will be the guests of the Chicago Board of Trade at a baseball game between the Chicago "Cubs" and the Boston "Braves" at the west side grounds on Wednesday afternoon. On Wednesday evening there will be an informal theater party.

facilities for trading in warehouse receipts. The farmers in Russia are at the mercy of a few cash buyers because they have no grain exchanges to preserve the equilibrium.

"The Russian peasant, as a rule, knows nothing of the world's movements of crops like the American farmer, for he has no daily information such as is published all over America."



# OUR VISITORS

There is a strangely human latch-string on our office door.

It quivers with delight when it sees the approach of friends, and since those who fall into this class are numerous, its near neighbor, the Yale lock, is very liable to acquire rust through disuse.

Few there are, however, who receive a more hearty welcome than two well-known residents of Silver Creek, N. Y., proving thereby that our worthy latch-string has uncanny powers of discernment. For, excepting their good looks and winning ways and general air of prosperity, there is very little in outward appearance to distinguish Charles G. Hammond and Fred L. Cranson from several million other American citizens.

That their popularity is fully deserved we know quite well, because their life histories are now fully

portation of holting cloth and soon afterwards the two joined forces with the Cransons (father and son) in the operation of the Monitor Works. Upon the retirement of G. S. Cranson the firm became Huntley, Cranson & Hammond, and was the forerunner of the present Huntley Manufacturing Company, of which Mr. Hammond is president and treasurer.

The comparatively short space of time that it took to accomplish all this causes us to wonder why some enterprising fellow townsman hasn't submitted a scenario for a thrilling "movie" called "From Tinner's Apprentice to President" in one reel. Perhaps some one did and the "movie" people refused it on account of not being true to life. It sounds too good to be true!

When he left his tinner's job forever, Mr. Ham-



"HIS SHEARS AND SOLDERING IRON ARE INDISPENSABLE"

known to us. They are both modest individuals and would much rather talk about the Monitor line of machinery than about themselves. However, bit by bit, we have gathered the essential facts and the secret of their success is a secret no longer.

Charles G. Hammond, the genial president and treasurer of the Huntley Manufacturing Company, became a victim early in life to a rare and obscure disease called *Silvercreekitis*, from which he has never wholly recovered. At a youthful age he announced that the shortest distance between experience and success was a dot, and it was soon clear to everyone that this dot meant nothing more nor less to him than the representation of the town of Silver Creek on a map of the United States.

In Silver Creek he was born and there he received his education and business experience, which later was converted into a highly successful career. Therefore, however distressing *Silvercreekitis* may be, it must be conceded that the malady has some compensations. Without it there is reason to believe that the Huntley Manufacturing Company would never have reached its present prominent position, if indeed there had been organized a company of this name.

Mr. Hammond in his youth learned the trade of tinner and followed this trade for a number of years. He also worked in a hardware store and later on bought a half-interest in the business. He became associated with W. W. Huntley in the im-



"HIS HONOR THE MAYOR"

mond took two tools with him, which the reader may think was purely sentiment, but not so. His shears and his soldering iron have become indispensable to him. The former he uses to clip unnecessary expenses and the latter for plugging up any leaks in the exchequer. These are certainly handy tools for any treasurer to have, and Mr. Hammond with his practical training has made good use of them.

Fred L. Cranson, his associate in the management of the Huntley Manufacturing Company is a Roman. That is, he was born in the classic city of Rome, N. Y. Moreover, it was quite ancient Rome at that, for we have his own word for it that the date of his first appearance on earth was March 16, 1855.

Without fear of contradiction, therefore, it may be stated that the foundation for his success was laid right there in Rome learning first principles from the wise old Roman citizens. Apparently, however, he was not greatly impressed by their lives and careers, for with almost his first conscious moment, he decided Rome was no place for him.

All roads lead to Rome, but there is never any mention of roads leading away from it. Mr. Cranson during his spare moments was constantly looking for this way out. After a common school education he learned telegraphy and operated the keys for about seven years, until finally he discovered the road that leads from Rome. Then saying good-

bye to all the Roman helles, of whom there were quite a few, he journeyed to Silver Creek, N. Y., a place which he was afterwards to make famous.

With his father, G. S. Cranson, he commenced making huckwheat hullers in 1879, and six years later the two men started the Monitor Works for the manufacture of the Monitor line of grain handling and cleaning machinery. G. S. Cranson retired in 1886, his interest in the business being purchased by W. W. Huntley and C. G. Hammond and the firm then became Huntley, Cranson & Hammond, which still later was changed to the Huntley Manufacturing Company.

Mr. Cranson today holds the position of secretary of the Huntley Manufacturing Company. He is a prominent Mason and has dabbled quite a lot in civic affairs. Several times he has been elected mayor of Silver Creek and ordinary honors now bore him not a little. Silver Creek, it is said, still refers to him as "His Honor Fred Cranson," and even the newspapers have only nice things to say about him. Surely no greater success can be attained or desired.

## POINTS ABOUT MARKETING HAY

As a separate industry, growing and marketing hay in the United States is comparatively new. Prior to 1870 marketing was a simple matter and was carried on in a somewhat haphazard manner. Little hay was shipped more than 20 or 30 miles, according to the U. S. Department of Agriculture. In many instances the producer sold his product directly to the consumer, and there was little need for standard grades or bales or for other trade rules. Since that time the demand for hay has steadily increased, owing to the growth and needs of the larger cities. The growing of hay for the market has now become one of the leading industries in many parts of the country. It is estimated that about 22 per cent of the 1908 hay crop, or over 15,000,000 tons, was removed from the farms.

There is a considerable difference in the demands of the individual markets in various sections of the country in regard to the size and weight of the bale and the kind and grade of hay which brings the best price. Certain practices in baling and marketing cause a loss to the producer which could be avoided if a proper adherence to the requirements of the markets to which the hay is shipped were observed.

How to dispose of low-grade hay is a vital problem with everyone who handles this class of hay, and every dealer has more or less of it, usually more low-grade hay than any other kind. The shippers, receivers, and dealers can help very much in solving this perplexing problem. The country buyer and shipper especially can help very materially and should use every fair means in his power to lessen the trouble caused by low-grade hay.

If hay sells by grade in the country the man who has the poorest product will receive less than he does now. At present the man who has choice hay receives less than it is worth on the market, and part of the profit which the shipper makes on the good hay must go to make up for the loss on the poor hay. With the present system of buying hay there is not enough difference in the price paid for the better grades in the country as compared with the price paid for the lower grades; therefore, if the man who has No. 2 hay receives within 50 or 75 cents of the price of his neighbor's choice hay, he is satisfied and thinks that it is not necessary to take the precautions that his neighbor did in order to get a slight advance.

There are no reliable statistics, at present, giving the quality of the different grades of hay received in the markets but an estimate agreeing with that of many receivers of hay is approximately as follows: Choice, 10 per cent; No. 1, 20 to 30 per cent; leaving the greater part of all hay shipped to grade as No. 2, No. 3 and "no grade." Late cutting, faulty methods of curing and the presence of other grasses and weeds cause much hay to grade low. Not a little loss, however, is caused by improper haling and loading into cars.





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#### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

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We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

**CHICAGO, MAY 15, 1913.**

Official Paper of the Grain Dealers' National Association  
and of the Illinois Grain Dealers' Association.

#### NO BAN ON FUTURE TRADING

The bill introduced in the Minnesota legislature by Representative Teigen, to prohibit trading in futures, and presumably aimed at the Minneapolis Chamber of Commerce and Duluth Board of Trade, was defeated by a vote of 51 to 49. For the present, at least, there will be no ban on future trading in Minnesota, although the narrow margin by which the measure failed of enactment does not inspire confidence that a similar attempt to abolish futures at a later date would not be successful. Apparently a number of legislators voted against the measure because of the fear that it would affect other industries rather than an understanding of the destroying influence it would have on the grain trade.

The original bill classified as gambling contracts all those for the sale of grain or other commodity or share of stock on margin or option for delivery at a future day unless the contract be in writing and the seller owns or has in his possession at a designated place the grain, commodity or stock involved. It was subsequently amended so as not to apply to contracts in which actual delivery was contemplated.

Of course, this amendment would have effectually defeated the purpose of the bill, which was to prevent trading in grain futures, but it was evident that a considerable number of Minnesota congressmen do not know that every contract for grain futures made on the Minneapolis or other reputable exchange provides for delivery of the grain. The discussion of the bill was simply another exhibition of the lamentable ignorance in law-making circles regarding the functions and operations of a grain exchange. Future trading is not wicked unless

the commodity dealt in be grain. A man may purchase an option on a piece of real estate and dispose of it the next day without ever having taken title. He may contract for the purchase of merchandise and turn his bargain over to another before the goods have been delivered. In fact, he may exercise his right of contract to his heart's content provided he does not enter the grain trade. If he buys grain for future delivery he immediately becomes a gambler in the eyes of the state legislator.

#### CORN IN THE SOUTH

Figures compiled by an agricultural journal showing the relative production and consumption of corn in the 12 southern states have started an agitation for more diversified farming in the South and especially the growing of larger crops of corn. The figures for production are based on the Government reports for 1912 and show that the southern states produced 739,000,000 bushels of corn last year. The estimated consumption from October 1, 1912, to September 30, 1913, is 1,252,000,000 bushels, necessitating the importation of 523,000,000 bushels.

Newspapers generally throughout the South have taken up the subject and are pointing out the advantages of increased corn production. It is asserted that the natural corn belt is in the southern states rather than in the Central West and that corn should be raised on every southern farm. Not only can the South produce enough corn to supply its own requirements, but it is capable of raising a surplus for export to other states and foreign countries.

Although some of the southern editors display a certain amount of hysteria regarding the superior quality of corn grown in the South and the dangerous character of corn received from the West, the advice to the farmer in the South to increase his corn acreage is sound. It should not be forgotten that the 12 southern states raised twice as much corn in 1912 as they did in 1900, an indication that the single crop system is slowly giving way to more advanced ideas of farming.

#### TO ASK RATE INCREASE

For some time it has been known that the railroads were preparing to ask the Interstate Commerce Commission to permit a general advance in freight rates, and for this reason the announcement, early in the present month, that the roads in the eastern territory were about to petition the Commission to be allowed to make an average horizontal increase of 5 per cent in rates occasioned no surprise. The movement for higher rates has been under way since last November and has been brought to a head under the leadership of the presidents of the Pennsylvania and Baltimore & Ohio railroads. Increased labor charges and the necessity of providing funds for additional equipment and facilities are the basis of the demands.

It is said that the new schedule will contain a rate equalization provision which the carriers feel certain will be favorably received by the Commission and by the shippers. Particulars in regard to this have not been given out, but in the light of the recent report of the Commission in the Missouri River grain export rate

case the proposal is significant. The Commission permitted the Gulf lines to restore their former rates without definitely deciding what is a fair adjustment as between the Gulf and the Atlantic seaboard, but commented on the matter as follows:

The question of whether or not the present rates of export gain through the different ports are properly adjusted is not presented, but the facts adduced disclose a situation which would probably warrant the Commission in exercising its power of suspension and perhaps instituting a general investigation should the question again be presented acutely by some such action as that recently resorted to by the lines from the Missouri River to the Gulf.

Just how the Commission will regard the demands for higher rates is, of course, problematical, but railroad officials believe there will be less opposition now than there was three years ago when a similar attempt was made to secure increased rates. At that time the roads proposed to raise the class rates and some of the commodity rates. Those who were opposed to the suggested advances urged that a fairer and better way to obtain an increase would be a small advance on all rates instead of the larger advance on some of the rates.

#### SOLVING CANADA'S GRAIN PROBLEM

There is a growing belief in Canada that the problem of marketing the rapidly increasing grain crop of the western provinces will be solved by the Government and that the solution will consist in establishing internal elevators at several points in the West which afford alternative routes for the shipment of grain. The Grain Commission has been conducting hearings at the more important cities in the prairie provinces and is expected to announce its decision at an early date.

In Western Canada it is assumed that the erection of internal storage elevators, owned and operated by the Government, is assured and the advantages that will result are already being discounted. Advocates of the plan contend that it will not only result in more rapid marketing of the grain, but will build up the milling industry as well. It is pointed out that interior storage will permit a freer movement of cars and make the handling of the crop less burdensome on the railroads, at the same time giving the farmer quicker returns. With the completion of the Panama Canal and the Hudson Bay Railway a choice of routes will be open to the western farmer, who may ship his grain east to Fort William, north by the Hudson Bay route, south through the United States or west through the Panama Canal.

It is believed that with the establishment of internal storage elevators the development of great milling centers will naturally follow. The assurance of ample supplies of wheat without the necessity of providing expensive storage and tying up large sums of money is considered a loadstone that will attract millers to the points at which the elevators are located. Added to this is the promise of practically a free market for flour offered by the removal of the duty on imports into the United States, so it is not strange that Western Canada expects to capture the milling business of the world.

This roseate dream is, of course, contingent of the decision of the Government to enter the



elevator business. It should be remembered, however, that Canada is seeking to build up her milling industry and export more flour and less wheat. It is desired to foster mixed farming and make Western Canada an exporter of meat and dairy products instead of an importer. For this and other reasons, the advocates of Government-owned elevators believe that the proposition will win out.

## AN INTERNATIONAL GRAIN SYNDICATE

Rumors of the formation of an international grain handling syndicate backed by French, German and American capital have been rife in the trade for some time and, to a certain extent, have been confirmed by the return to this country of a prominent Chicago attorney, who is said to have spent three months in Europe working out the details of the project.

While the gentlemen whose names are connected with the enterprise have refused to give out detailed information, it is understood that the *Societe Universelle des Elevateurs* has been organized with a capitalization of \$30,000,000, the greater part of which has been subscribed by French bankers, although some German and American capital is interested. The first of a number of subsidiary companies is to be known as the *Sociedad Argentina de Elevadores* and will operate in the Argentine Republic.

It is announced that the syndicate will introduce American grain handling methods in Europe and South America and will erect modern elevators and equip them with American machinery. Headquarters will be in Paris, while a prominent Chicago grain house will look after the affairs of the syndicate in the United States and South America.

Without more definite information regarding the plans of the syndicate the effect of its operations can only be surmised. It is certain, however, that an organization backed by thirty millions of dollars will be an important factor in the grain trade of the world. If it succeeds in introducing modern methods of handling grain in Argentina and Russia it will have paved the way for increased grain production in both countries, ultimately resulting in formidable competition for the United States and Canada in the world's markets.

## AMERICAN EXPORTERS WIN

Although export shipments of American and Canadian grain to buyers in the United Kingdom practically ceased on May 1, when the ultimatum delivered by the North American Grain Exporters' Association, in regard to terms of payment, became effective, an early settlement of the controversy is looked for, if it has not already been arranged.

When the exporters announced their intention of doing business with English buyers only on a sight draft basis it was expected that the members of the London Corn Trade Association and the Liverpool Corn Exchange would make a determined fight for a continuation of the custom of sixty-day sight drafts, which dates back to the old sailing ship days. At that period grain arrived at Liverpool fifty or sixty days after the arrival of the banking and shipping documents, and the sixty-day terms were justifiable. However, the contract of sale has

always been to the effect that the buyer pay for the grain immediately after its arrival.

While the custom of making sixty-day sight drafts has been continued until very recently, it was the general understanding that the buyer would pay the draft on sight. Many of the importers refused to do so, holding the paper until maturity and thus imposing an unwarranted burden on the American exporter. The latter, who pays cash for his grain, must pay the losses in case of failure prior to the payment of the draft and also has to assume the risk involved in case of fire.

It was not until the organization of the North American Grain Exporters' Association that grain shippers in the United States and Canada felt themselves strong enough to take issue with the powerful British organizations on this point, but from present indications they have been successful in securing more equitable terms. It is understood that the London association offered to compromise by agreeing to a seven-day draft, but that the proposal was rejected. A second proposal is that shipments be made on the basis of three days' sight and it is probable that the dispute will be settled on these terms. This provides ample time for the British buyer to arrange all the formalities of inspection, etc., and is near enough to actual sight to satisfy the American exporter.

## LOOK TO SENATE FOR RELIEF

The Underwood tariff bill was passed by the House of Representatives on May 8 without any change having been made in the schedule relating to wheat and flour. In the face of protests from grain and milling interests in all sections of the country the House refused to amend the provisions which admit flour free of duty and impose a tax of 10 cents a bushel on wheat. The bill is now before the Senate and the fight to secure an adjustment of the flour and wheat schedules must be made before the Senate Finance Committee.

Although millers and grain dealers were unable to influence Congress to the extent of securing the desired changes in the bill, their protests have not been without effect. They have succeeded in drawing the attention of the country to the disastrous influence the measure would have on the milling and grain business if it became a law in its present form, and have enlisted the support of the farmers in opposition to free flour and a tariff on wheat. It is believed that farmers have been quick to see the fallacy of the proposition and realize that a duty of 10 cents a bushel on wheat would give them no protection so long as flour is admitted free.

It was not expected that Congress would seriously consider the representations of the milling and grain interests. It has been realized all along that the Finance Committee of the Senate must be relied upon to do justice to one of the leading industries of the country. The organizations that are fighting the unjust provisions of the bill as applied to wheat and flour are prepared to put the facts squarely before the Committee and will present an unbroken front.

Practically every organized body of grain dealers or millers has protested against the

wheat and flour schedules in one form or another. The latest organization to swing into line is the Receivers' Association of Chicago, which passed a strong resolution protesting against the attempt to destroy the American milling industry and requesting such adjustment of the tariff provisions as "shall effectually and without equivocal clauses serve to promote the welfare, first, of the American farmer and American industry and American manufacturers."

## NEEDED IN ALL STATES

A measure introduced in the New York legislature, known as the Cole Honest Commission Men bill, was intended to apply only to perishable farm produce consigned direct from farms, but because of careless drafting it applies to grain and even to processed or manufactured products in which the farmer does not directly deal. The bill has aroused the indignation of members of the New York Produce Exchange, who contend that the application of its provisions to grain will not benefit agriculture in the slightest degree.

This evidence of the slovenly manner in which the bill was prepared causes the New York *World* to remark that it is about time for New York to follow the example of Wisconsin and establish an expert board to draft bills for presentation to the legislature.

Not only is such a board needed in New York but in all other states as well. The Wisconsin idea is that the average legislator is not capable of drafting measures that are to become laws, so a board of experts steps in and does the work for him. In this way the statute books are kept free of useless acts, and beneficial measures are not voided by the courts because of unconstitutional provisions.

If there were such boards in all states the commercial interests of the country would not be called upon so frequently to oppose vicious legislation and measures intended to regulate one business would not be so worded as to apply to interests of an entirely different nature. In particular, the grain trade would benefit by the establishment of such boards, as they would have a tendency to check much of the ill-advised legislation that is now aimed at the grain business.

The Minneapolis Chamber of Commerce has taken the initiative in seeking to eliminate the small speculator who "takes a flier" in the market, by adopting the following resolution: "Resolved, That the president and secretary of the Chamber of Commerce be instructed by the board of directors to immediately confer with the officers of other grain exchanges upon which grain is sold for future delivery, and endeavor to secure an agreement on the part of the leading grain exchanges that a rule or regulation be adopted which would make it necessary for members of various exchanges to require an initial margin of at least 10 per cent on all speculative purchases or sales of grain or seed for future delivery in lots of not less than 5,000 bushels." President Wells of the Minneapolis Exchange says that the move can only be made effective through the co-operation of all leading exchanges.



## EDITORIAL MENTION

Tests of seed corn made recently by the Iowa Dairy and Food Department show a higher figure for germination than similar tests made in 1912.

It is believed by many well informed men in the corn trade that country reserves of corn are heavy and liberal marketing will be the result of favorable planting conditions.

A bill to prevent the "plugging" of grain cars will be introduced in the Minnesota legislature by Representative Teigen, who was a member of the house grain investigating committee.

Early in the present month \$1.65 was being bid for white oats at San Francisco, with no sellers. Continued dry weather and hot winds were assigned as the cause of the unusual strength of the market.

Because of the shortage of cars at Buffalo to handle the enormous quantity of grain received since the opening of navigation, an informal complaint has been made to the Public Service Commission by local grain men.

Inspectors at Cincinnati report a big improvement in corn receipts. Until very recently very little corn grading better than No. 3 was received, but now a considerable proportion of the receipts is grading No. 2.

The president of the agricultural college of North Dakota, Dr. J. H. Worst, says it costs \$1.04½ to produce the average bushel of wheat and figures that the loss in soil fertility last season to North Dakota alone was seventy million dollars.

A measure is now pending before the Wisconsin assembly which provides for state certification as to the purity of seeds sold in Wisconsin and relieves the purchaser from the necessity of private suit in the case of fraudulent sale of seeds.

The postoffice department at Washington has ruled that grain samples intended for seeding are subject to a charge of 1 cent for each two ounces or fraction thereof, instead of 1 cent an ounce, as has been charged since the parcel post law went into effect.

An authority at Winnipeg holds that very little Canadian grain will be carried over into the coming season's crop, in fact the smallest carry-over on record. He estimates smaller farm reserves than usual and believes that all of the wheat afloat on the lakes has been sold.

The South Carolina Department of Agriculture has become decidedly active in its efforts to prevent the sale of damaged corn in the state. Several lots of spoiled corn were recently confiscated and Commissioner Watson has advised receivers to be exceedingly careful in seeing that corn shipped them is guaranteed to stand state inspection. The depart-

ment is prepared to send an inspector promptly upon receipt of a telegraphic or mail request, and where a shipper declines to submit to state inspection the commissioner advises that the entire shipment be rejected.

All records for grain shipments from the Canadian head of the lakes will be broken this season; but despite continued heavy receipts from interior points, grain men do not fear a blockade and predict that all the old grain will be out of the way before the new crop begins to move.

The decision of the insurance companies to withdraw from Missouri caused some of the grain men of the state to seriously consider the placing of their business with the Lloyds. It is probable, however, that the insurance tangle will be straightened out before this becomes necessary.

Basing its decision on the Hardwick grain elevator case, in which the Minnesota reciprocal demurrage law was pronounced invalid, because it interfered with interstate commerce, the United States Supreme Court has declared unconstitutional the Oregon reciprocal demurrage statute of 1907.

The bill before the Nebraska legislature which provided that any grain elevator could be made a public warehouse upon its owners submitting to state supervision and giving a bond was defeated because the farmer elevator interests believed that line elevator companies alone would benefit under the measure if it became a law.

Grain interests of Buffalo are seeking to have the state elevator law amended so as to fix definitely the responsibility under the law regulating the charge for transferring grain. The law states that the charge shall be ⅝ of 2 cent, but does not specify who shall charge it. The proposed change provides that any person, corporation or co-partnership may engage in the grain business.

If anything more were needed to show the "impartial" nature of the recent investigation by the Minnesota legislature of market conditions at Minneapolis it can be found in the alleged refusal of the house grain committee to pay witness fees to two farmer grain dealers from North Dakota who testified before the committee regarding certain transactions with the Equity Co-operative Exchange. Other witnesses whose testimony was favorable to the Equity crowd had no trouble in collecting their fees.

Officials of the Oregon-Washington Railroad & Navigation Company believe that corn can be grown successfully in Oregon and are justifying their belief by distributing generous samples of acclimated seed to farmers who will make trial plantings. The state agricultural department and a number of private growers have been at work for a number of years adapting seed corn to Oregon conditions and it is claimed that two varieties have been produced which are admirably suited to the climate of the state. The railroad people are so thorough-

ly convinced their corn propaganda will be a success that they are preparing to hold corn shows at Pendleton and Colfax in the fall, at which substantial prizes will be awarded.

Application has been made to the Public Utilities Commission of Kansas by the Atchison, Topeka & Santa Fe, on behalf of itself and other Kansas lines, for an order raising the minimum weight per car of grain products and seeds from 24,000 pounds to a figure nearer the capacity of modern freight cars.

Railroads in the Northwest are apparently making an honest effort to avoid a shortage of cars this season. Three of the roads centering in St. Paul, the Great Northern, Northern Pacific and Omaha, are reported to have placed orders for approximately 20,000 cars, while at a recent meeting of officials of the Minneapolis & St. Louis road plans were made to mobilize cars so as to permit the free movement of grain.

Receipts of grain at Superior have averaged 100 cars a day since lake shipments started and the need of greater elevator capacity at that point is being emphasized. The grain now coming forward has been stored at country stations and on the farms over winter owing to the inability of Superior elevators to accept it. With the completion of the proposed Great Northern Railway elevator the congestion will be lessened materially.

A farmers' grain company in Minnesota has gone on the rocks and is said to be about \$7,000 behind the game—approximately the value of the elevator. The company is said to have been running behind for years because of too great liberality in grades and dockage. This was what wrecked a great many co-operative companies in the early days of the farmer movement and it is just as effective today as it ever was.

June, in addition to being the month of brides, has come to be the month of conventions, especially in the grain trade. A number of important conventions will be held next month, beginning with that of the Illinois Grain Dealers' Association at Hotel La Salle, Chicago, on June 3 and 4. The program of this meeting, which appears on another page of this issue, shows that not only will a number of important trade matters be considered, but that elaborate entertainment has been arranged for the visiting grain dealers and their ladies. On June 16 and 17 the Council of Grain Exchanges, the Indiana Grain Dealers' Association and the Ohio Grain Dealers' Association will hold a joint meeting at Cincinnati, and preliminary announcements indicate that this will be one of the big events of the year in the grain trade. The month closes with the annual convention of the National Hay Association at Peoria on June 24, 25 and 26. One of the largest gatherings in the history of the trade is looked for on these dates and the reputation of Peoria as a convention city will undoubtedly be sustained. Everything considered, the coming month will be one in which a lot of grain trade history will be made.



## BRYCE M. HESS

A booklet was published not very long ago by the Hess Warming & Ventilating Company of Chicago, which had quite a little to say upon the subject of Hess-Dried Corn. Not only did the booklet speak of this special quality of grain, but there were many favorable opinions given by some of



BRYCE M. HESS

Manager Drier Department, Hess Warming & Ventilating Company, Chicago.

the one hundred and seventy-five users of Hess Driers in all parts of this country and Canada. Since the Hess Drier was first placed on the market some twelve years ago, its value to the corn trade of the land has resulted in a large accumulation of orders by the manufacturers.

We present in the accompanying illustration, Bryce M. Hess, the present manager of the Drier Department of the Hess Warming & Ventilating Company. Mr. Hess makes his headquarters at Chicago, but does a great deal of traveling incidental to the sale of grain driers and is well known in the leading grain terminals.

He was born in Chicago in 1887, and after finishing at the Chicago public schools he completed a course in mechanical engineering at the Lewis Institute. Later he obtained valuable practical experience both with the Chicago Telephone Company and the Western Electric Company, with whom he served before engaging with the Hess Company in 1907. He first had charge of the drafting room and afterwards gained practical knowledge as a member of the force of workmen in erecting Hess Driers in various parts of the country. Then he was appointed superintendent of construction and continued in this office until he was called to Chicago to fill his present place.

While superintendent of construction Mr. Hess erected large Hess Driers for the Trans-Mississippi Grain Company at Omaha, Neb.; for the Cleveland Grain Company at Indianapolis, Ind.; for the Corn Products Company at Argo, Ill.; for R. S. McCague at Pittsburgh, Pa., and very many small driers at various points.

Mr. Hess is a young man with the Hess characteristics of resourcefulness and energy. He can do things without unnecessary noise and public heraldry. Temperamentally he is sound and substantial, and in those qualities which go to make up the dependable business man who can deliver the goods on all occasions he long ago demon-

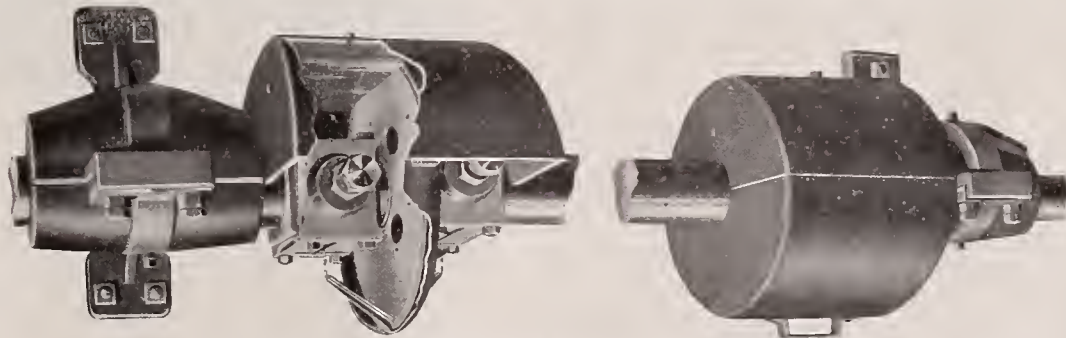
strated that he had the makings. It is such qualities as exemplified in Mr. Hess that have made Hess-Dried grain stand for all that is commercially sound.

MONITOR AUTOMATIC DISC-OILING  
ECCENTRICS

The enormous annual fire waste in this country has furnished the text for many sermons and today this agitation is showing results in the increasing attention that is being given to fire prevention methods. This is particularly true of the grain handling business, elevator designers, insurance underwriters and elevator owners having joined hands in a persistent effort to reduce the fire hazard in grain elevators.

Nor is this effort to minimize the danger from fires confined to those who build, own or insure elevators. Manufacturers of machinery used in grain handling plants have joined the movement and are eliminating the hazardous features of their machines wherever it is possible to do so. As a case in point attention is directed to the "Monitor" Automatic Disc-Oiling Eccentrics with which the grain cleaners manufactured by the Huntley Manufacturing Company of Silver Creek, N. Y., are equipped. This device was patented seven years ago and is now in use on over a thousand grain cleaning machines. It not only prevents oily, dirty floors, but materially reduces the fire hazard. In this it has the endorsement of many of the foremost elevator designers and builders.

Another fact which makes this oiling device desirable is that it materially improves the work and increases the length of service of the cleaner to which it is attached. As all elevator operators know, the most vital mechanism on any kind of a shaking-shoe grain cleaner is the eccentrics. Operating at high speed, they are subjected to the very utmost of wear and are depended upon for the class and quality of screen separations that are to be obtained. Without uniform eccentric motion it is impossible to get uniform screen separations, and without uniform lubrication it is impossible to get uniform eccentric motion. Poor lubrication means undue wear and resultant variance in eccentric motion, which will prevent uniform screen work. The "Monitor" Disc-Oilers mechanically lubricate the eccentrics copiously and in a positive manner. Most important of all is the fact that with this device but one moving part is required to produce



MONITOR AUTOMATIC DISC-OILING ECCENTRICS

automatic oiling. This is a solid, one-piece disc which is not subject to wear and requires no adjusting.

Reference to the illustration will show a four-eccentric drive, an equipment necessary for driving a compound or counter-balanced shaking-shoe separator. The figure at the left illustrates the heavy, metal, dust-proof casing in which the oiler is inclosed when the machine is in motion. The right-hand figure shows the other pair of eccentrics as exposed when the hood is removed for filling with oil or adjusting. The simplicity of the arrangement is apparent—the eccentrics in pairs, and directly between them, attached to the eccentric shaft, the patented, one-piece disc. With every revolution of the shaft the disc gathers oil from the supply in the iron reservoir below and carries it up to the stationary spreaders. These divide the stream, the oil coursing down each side into the eccentrics, a steady stream of oil about the size of a slate pencil passing through the eccentric heads constantly. This in-

stures abundance of lubrication, mechanically supplied in an unfailingly accurate manner. No attention is required except to remove the plug, drain the reservoir and refill with oil once in 60 or 70 days. The outfit is dust-proof; no grit or dirt can enter and no oil can leak out. Oil cannot reach the floors, oil trays are dispensed with and fire risk is eliminated.

## SCREENINGS

St. Louis, Mo., is a strong bidder for the next National Corn Exposition which was held in Columbia, S. C., this year.

All gasoline in Missouri must be kept in a bright red can or tank bearing a conspicuous label, after August 1, under the terms of a law recently passed by the state legislature.

A large sum of money has been appropriated by the International Harvester Company for the equipment and maintenance of its 314-acre experimental farm near Aberdeen, S. D.

Plans for a big corn show for the three states of Ohio, Indiana and Kentucky were discussed at a recent meeting of the Agricultural Committee of the Cincinnati Chamber of Commerce.

Grain inspection fees in Minnesota are much heavier than usual. E. L. Erickson, deputy state treasurer, estimates that the fees for the present fiscal year will be more than \$500,000.

It is said that the new variety of wheat known as Prelude recently perfected by the Dominion Experimental Farm at Ottawa, will cause the Canadian wheat area to be extended 300 miles further north.

The Roahen-Cary Grain Company of Kansas City, Mo., has purchased the membership of G. V. Topping in the Wichita Board of Trade at Wichita, Kan., and it is reported they will shortly open an office there.

A resident of a Mediterranean country wants to correspond with American exporters of Kaffir corn. The demand is for first quality, white corn. Correspondence should be addressed to the Bureau of Foreign and Domestic Commerce, Washington, D. C., referring to Inquiry No. 10,641.

The Board of Directors of the Panama Exposition to be held in San Francisco in 1915 have appointed Thomas G. Stallsmith of Chicago, Chief of Agriculture in the Division of Exhibits. He will have charge of the Agricultural Building and the

Pure Foods Exhibit, one of the biggest departments of the Exposition.

A carload of oats from Lewis County, Wash., has been shipped to Kodiak Island for use as seed on the government's experiment farm.

Moving picture films were taken of the opening of navigation at Port Arthur and these will be shown all over the world. Prior to the vessels' departure, all the captains were given a dinner by the Fort William Board of Trade.

An ear of corn, 32 years old, is in the possession of W. L. Angell of Centralia, Ill., handed down as an heirloom in his family. Several grains will be planted this year to determine whether any vitality remains in the corn.

Eastern Washington and northern Idaho will unite in giving an annual corn show, the first to be held at Colfax, Wash. All exhibitions after the first one will be given on railroad trains at various towns throughout this territory.



A. E. REYNOLDS  
Crawfordsville, Ind.

# NEWS OF THE TERMINAL MARKETS

C. C. MILES  
Peoria, Ill.

## NEWLY ARRANGED MISSOURI GRAIN INSPECTION DEPARTMENT

Under an act of the last Missouri Legislature, the Board of Railroad and Warehouse Commissioners was abolished and the single office of state warehouse commissioner was created. The incumbent of this position is to have entire direction of the state grain inspection and weighing for a term of six years at an annual salary of \$4,500. The new law also provides for a chief grain inspector and deputy chief grain inspector to be appointed by the state warehouse commission.

James T. Bradshaw, of Kansas City, Mo., who was elected a member of the Board of Railroad and Warehouse Commissioners at the last election, was recently appointed by Governor Major to be the first state warehouse commissioner, and immediately entered upon the duties of the new office.

The department will continue to have offices in Kansas City, St. Louis and St. Joseph, the three points in Missouri where state inspection and weighing of grain has been established for more than thirty years, and which has heretofore been under the supervision and direction of the Board of Railroad and Warehouse Commissioners.

The main office and headquarters of the state warehouse commissioner will be in Kansas City, Mo., on the third floor of the Board of Trade Building.

Mr. Bradshaw has been connected with the Missouri State Grain Inspection and Grain Department the past ten years, filling during that time the positions of chief weightmaster and registrar. He is not a grain inspector, but by reason of his long experience in the grain inspection and weighing department of Missouri, is familiar with all the details of grain inspection and weighing. He declares that he has as his aids, in charge of inspections at Kansas City, St. Louis and St. Joseph, Mo., three of the most capable, efficient and reliable grain inspectors in the United States and that the Missouri department measures up to the highest standard of perfection reached by any state Board of Trade, private inspection or weighing bureau.

Mr. Bradshaw will be fifty-four years old next month. He was born in Xenia, Clay County, Illinois, and moved to Missouri with his parents when a mere boy. Before he was eighteen years of age he began newspaper work and edited and published Democratic papers in Missouri continuously from that time until he became connected with the Missouri Grain Inspection and Weighing Department at Kansas City some ten years ago, in an appointive position which was the first office he ever held. He is married and his family consisting of his wife and two grown daughters will continue to reside in Kansas City.

M. F. Fears, who has been re-appointed Chief Grain Inspector for Missouri, will remain in Kansas City and have his office with the Warehouse Commissioner. The re-appointment of Mr. Fears will be gratifying to the trade—to buyer and seller alike, for he is recognized by grain dealers in every market as one of the most capable and efficient chief inspectors in the United States.

James J. Gilmartin has been promoted from an assistant inspector to deputy chief inspector at St. Louis. He has been an assistant inspector of the state department in that city for the past fifteen years and is considered one of the best inspectors in the state.

John O. Winn, who has been an assistant state inspector nearly fifteen years, has been re-appointed supervising inspector, in charge at St. Joseph. He

is a fine judge of grain and a reliable inspector whom the trade will be glad to learn is to be retained.

In selecting his assistants State Warehouse Commissioner Bradshaw has re-appointed fourteen of the eighteen assistant inspectors in the state department and promoted four helpers who have been in the department for eight or ten years and are qualified assistant inspectors. In all changes he has made in the department he has consistently adhered to the merit system. The number of re-appointments and promotions he has made since taking charge is the best evidence of his desire and intention to bring state inspection and weighing of grain to the highest standard of efficiency and re-



Photo by Whiting.

JAMES T. BRADSHAW

Warehouse Commissioner of Missouri.

liability and the grain interests of Missouri and adjoining states will be interested in knowing that no radical changes will be made in the grain inspection to disturb business interests or cause any apprehension.

## CORN SUPPLIES SMALL WITH LARGE EXPORTS

Clement, Curtis & Co., Chicago, in their report of May 1 on "Crop Conditions," say of corn: "The corn market has likewise held very firm, and while the crop last year was thirty per cent larger than the previous season, we are running into the summer months, the period of small receipts, with a total visible in this country less than a million bushels larger than last year, and with weekly exports of a million as against practically nothing last year. That the corn exports will be materially enlarged later on is without question, as the Argentine crop was cut down thirty per cent from the previous year. When that seller has moved its first sellings there will be a better demand from this country.

"Southwestern Europe has thus far exported less than a fifth of a year ago, and as the corn region is in the theater of the war, the prospect for a crop of any size the coming summer is not very great. The pig crop this spring is a larger one than last year and the price of hogs is so far above the usual, that

every effort will be made to turn the corn into pork, and to drive it to market instead of hauling it. The present price in the market is nearly thirty cents under a year ago; the price of live hogs higher, and the outlook is for a very good price for corn until the end of the old crop."

## THE WHEAT VISIBLE

C. A. King & Co., of Toledo, Ohio, in their special market report of May 2, in commenting upon the visible supply of wheat, say: Visible still has a portly and prosperous look. It needs a series of lively Turkish baths. It is about fifty million bushels, eight millions more than year ago. It has been exceeded but once in ten years for this time of year. It was fifty-two millions in 1907. Minneapolis has twenty millions, Duluth, twelve millions. Chicago is next but has much less than Duluth. May always scores decrease. Visible shrank eleven millions last May, largest decrease in ten years. Decrease is usually between six and ten million bushels. Visible must shrink about three millions a week to be normal at harvest. Shrinkage last week, two millions.

## CAR SEAL RECORDS AT DETROIT

At a recent meeting of the directors of the Detroit, Board of Trade, Detroit, Mich., it was decided to increase the inspection charge 10 cents per car, on all cars of grain entering Detroit. This increase was made to provide for an accurate car seal record for all outside shippers of grain to members of the Detroit Board of Trade, and it was further decided that on and after April 1 the seal record would be taken from each car of grain entering Detroit, both on arrival at inspection tracks and delivery at public or private elevators, where the exact physical condition of car and seals with which the car doors are secured would be officially recorded.

This action, it was expected, would materially assist grain shippers in obtaining redress from the railroads for loss of grain while in transit.

## THE WORDS "OR BETTER" ELIMINATED

In market letter of May 13, Pope & Eckhardt Co. of Chicago say of corn: Cash prices are quite strong and made even better gains in the interior and Southwest markets. The big industries here are making very strong bids for lots "to arrive." After a strenuous campaign by the Western dealers, especially the Illinois Association, the words "or better" were eliminated in the terms on the "call" and generally in the bids on lots "to arrive" yet most of the lots that the country dealers are now selling are placed as No. 3, No. 3 Yellow or No. 3 White, "or better"; if there was any merit in the original contention, eliminating the words "or better" (and we believe there was) why not stick to it and save for yourselves the benefit of the premium on better grades? The "Foxy Quillers" here are selling the No. 2 freely against such purchases.

## TO KEEP OUT SMALL SPECULATOR

The directors of the Minneapolis Chamber of Commerce, Minneapolis, Minn., recently adopted a resolution which is designed to make it difficult for the small speculator to take what is termed a little flyer in grain. They have also asked the co-operation of other exchanges. The resolution is as follows:

Resolved, that the president and secretary of the Chamber of Commerce be instructed by the board of directors to immediately confer with the officers of other grain exchanges upon which grain is sold for future delivery, and endeavor to secure an agreement upon the part of the leading grain ex-



changes that a rule or regulation be adopted which would make it necessary for members of the various exchanges to require an initial margin of at least 10 per cent on all speculative purchases or sales of grain or seed for future delivery in lots less than 5,000 bushels.

## S. H. SMITH RESIGNS

Samuel H. Smith, who has been connected with the Illinois State Grain Inspection Department, Chicago, for the past thirty-six years, resigned on May 1 and was succeeded in the office of supervising inspector by Thomas F. Costello. Mr. Smith was appointed deputy inspector on April 23, 1877, by his father, J. C. Smith, who was at that time chief grain inspector for the state of Illinois. He has been in almost continuous service since, and besides being an exceptionally competent judge of grain has had and preserved qualities for both making and keeping stanch and loyal friends.

Thomas F. Costello, his successor, was deputy inspector under Governor Altgeld twenty years ago,



SAMUEL H. SMITH

and retired from the grain inspection department with the change of administration in 1897. He then became receivers' agent for the Chicago, Milwaukee & St. Paul railroad, representing Board of Trade firms until the change in the methods of inspection was adopted about two years ago.

## CHANGES IN MEMBERSHIP

*Chicago.*—New members admitted during the past month to the Chicago Board of Trade were: Frank L. Hough, William T. Riley, Arthur M. Kayser, Walter H. Wilson, Frank T. Rutherford, Moses Rothschild, Patrick Brennan, Octave A. Bruso, Arthur C. Wolfe, W. R. Behrel and Joseph K. Wetzel. The following memberships were transferred: Edward H. Brown, Henry Ellsworth, Frank E. Peckham, James O. Hinkley, Joseph C. Rogers, Elliott M. Taylor, L. B. Patterson, Valentine E. O'Grady, Alfred T. Fuller, Herman D. Lapt, Benjamin Frankfeld. Reported by Secretary J. C. F. Merrill.

*Detroit.*—Chester M. Martin, with J. S. Lapham & Co., and William R. Jossman, with Caughey & Carran, were admitted to the Board of Trade during April. Reported by Secretary M. S. Donovan.

*Milwaukee.*—C. C. Ladd became a member of the Chamber of Commerce and the memberships of Willis Counselman, Clement B. Stern and J. Finley Barrell were transferred. Reported by Secretary H. A. Plumb.

*San Francisco.*—W. F. Bartels, of the Phoenix Milling Company, Oakland, Cal., was admitted to membership in the Grain Trade Association of the Chamber of Commerce. Reported by Secretary T. C. Friedlander.

*Toledo.*—A. E. Royer of Bowling Green, Ohio,

became a member of the Produce Exchange. The membership of E. A. Nettleton, Toledo, was transferred. Reported by Secretary Archibald Gassaway.

## NASHVILLE GRAIN EXCHANGE ELECTS OFFICERS

At the recent annual meeting of the Nashville Grain Exchange officers for the coming year were elected as follows:

President, E. M. Kelly of the Liberty Mills; First Vice President, W. T. Hale of J. R. Hale & Sons; Second Vice-President, F. E. Gillette of the Gillette Grain Company; Secretary and Treasurer, W. R. Cornelius, Jr., of Cornelius, Newbill & Company; Assistant Secretary, J. C. Bennett, of John C. Bennett & Co.

The following directors were also elected, who in conjunction with the president and the secretary and treasurer form the Board of Directors for the year: Alex. C. Harsh of the Alex. C. Harsh & Co.; H. H. Hughes of Just Milling & Feed Co.; A. S. Mac-Alexander of J. H. Wilkes & Co.; R. H. Worke of R. H. Worke & Co.; W. R. Tate of Tate, Logan & Co.

## MEMPHIS GRAIN INTERESTS

We have received from N. S. Graves, secretary of the Memphis Merchants' Exchange, a copy of the annual statement of Trade and Commerce of Memphis, Tenn., for the year 1912. The various reports contained therein show that Memphis is doing a very thriving business. On the subject of the city's grain interests there was said:

"The city is well located as a secondary market for hay and grain, and its unexcelled transportation facilities have been a large factor in the development of this interest. Not only are there enough lines of road to the producing sections, but to the consumers as well, so that competition in rates has been sufficient to keep them reasonable. The Mississippi River has also helped to keep them down and has ever stood as a means of relief in case the railroads attempted to boost rates or found themselves unable to render all the service necessary. The fact that cotton, the main crop of the entire South, has advanced rapidly in price during the past decade, has served to check the effort to grow all the grain and hay needed at home, and at the same time the added prosperity has increased the consumption of these products.

"The chief outlet for feedstuffs through this market has been the valley section on both sides of the river, and recently a member of the Interstate Commerce Commission said that the Delta was logically territory belonging to this market and that rates should be made so that advantage might be taken of this fact. However, the trade here does business with a large portion of the territory from west Tennessee to the Gulf, east of the Mississippi, and with part of the section west of that river southward. Local facilities have been ample for all demands on them and are modern. The excellent trackage facilities afforded by the several belt lines have also been a factor in the development of the business here.

"One feature has been developed during the past few years that is receiving notice. It is that of the manufacture and sale of mixed feeds. This is now one of the largest centers in the country for the manufacture and distribution of such, and the high prices to which grain and hay have gone within the past few years had much to do with the growth of this interest. Practically all the large concerns here now have that branch to their business and manufacture their special brands. The banks have appreciated the importance of the grain and hay trade here and at all times have done all in their power to facilitate business.

"During the past year the volume of business showed quite an increase over the year before, though production of corn and oats was perhaps the largest in the history of the South. Receipts of corn, according to the record at the Merchants' Exchange, were slightly over 5,000,000 bushels, while oats were nearly 7,000,000. Bales of hay received were about 1,400,000, which was an increase of about 250,000 over the year previous. Very little wheat is received here, as the milling interest is small, though

this is one of the most important centers in the cotton belt for the distribution of flour and meal."

## W. M. CHRISTIE

A little later than the middle of the past century, a small Scottish lad might have been seen almost any day playing about his father's mill at Menthuen, Perthshire, Scotland. This youth was of the genial, sunny type that Scotland so often produces, and as he grew older he added those other Scottish traits, thrift and integrity. The lad was William M. Christie.

It was in 1852 that Mr. Christie opened his eyes upon the world in Menthuen and he grew up in his father's mill, the business of which he learned thoroughly before reaching maturity. Then, like many another ambitious boy, when 24 years of age he came to this country.

He worked for a while in Jewell Brothers' Milling Company's mill at Brooklyn, N. Y., removing later to Sterling, Ill., where he engaged in milling for a short time. Leaving Sterling, he engaged in mill-



W. M. CHRISTIE

ing at Dubuque, Iowa, until the year 1884, and afterwards acquired the Sioux City Cereal Company's plant at Sioux City, Iowa, which he operated until sold to the Western Cereal Company in 1892. At that time he removed to Chicago and has been engaged in the grain business continuously ever since. For the past eight years he has represented J. H. Dole & Co., in Illinois, Iowa and the Northwest.

All who meet Mr. Christie are impressed by what might be termed his chief characteristic, a sincere, kindly feeling for his fellowmen. No one can be admitted to his friendship without learning that in his mental attitude towards others he holds a predominating charity for man's weaknesses, admiration of his better qualities and warmest wishes for his continual success.

It is this spirit of well-wishing that has made many friends for Mr. Christie and he is fully deserving of them. With reference to the grain business he has spent a life time in acquiring a full knowledge of its various branches and has a store of information and experience constantly at the disposal of the patrons of the firm which he represents.

A. L. Harroun was recently suspended for ten days from the privileges of the Kansas City Board of Trade, Kansas City, Mo., on account of the part taken by him in the manipulation of a September corn deal last year. On the last day of that month the price of corn was boosted from 72 to 74½ cents and the settlements were submitted to the Arbitration Committee of the Board, and later appealed to the Appeals Committee, the losers insisting on a thorough investigation of the whole transaction.



## WARREN S. HAYDEN

The newly elected president of the Cleveland Chamber of Commerce, Warren S. Hayden, although not a grain man, is well known throughout the grain trade in general, and his many friends and acquaintances are "boosting" him greatly. His comprehensive experience along executive lines should make him a capable and successful head of the Cleveland body.

Mr. Hayden was born in Danbury, Conn., in 1870. His father, Warren L. Hayden, was an Ohioan, and after graduation from Hiram College in 1892, with the degree of Bachelor of Philosophy, Mr. Hayden came to Cleveland as the representative of Lamprecht Brothers & Company, a bond house. In 1895 he was made manager of the bond department of that company where he remained for eight years. In 1898 he was admitted to the bar as attorney-at-law, but never practiced.

In 1903 he associated himself with Captain Otto Miller in his present firm of Hayden, Miller & Company. He holds directorates in the Union National Bank, Aurora, Elgin and Chicago Railroad Company, Springfield and Xenia Railway Company, Goshen Coal Company, Miami Paper Company, and the Boston-Virginia Transportation Company. Dur-



PRESIDENT WARREN S. HAYDEN  
Cleveland Chamber of Commerce.

ing the year 1912-13, when Mr. Hayden served as first vice president of the Cleveland Chamber of Commerce, of which he has been a member for many years, he was also the vice president of the Investment Bankers' Association of America.

Mr. Hayden's active business life has not caused him to lose interest or lessen his importance in the civic and cultured life of his city and state. He has a lively and intelligent interest in archaeological, sociological and historical subjects. He is a member of the Ohio Archaeological Historical Society, Western Reserve Historical Society, New England Society of Cleveland, and the Cleveland Council of Sociology, having been president of this latter organization in the year 1909-10. He is also a member of the Union, University and Nisi Prius Clubs in Cleveland.

## TERMINAL NOTES

An annex of seven stories will be constructed on the Grain Exchange Building at Winnipeg, Man. It will be used for office purposes.

D. J. Tooney, who has been for some time past associated with J. T. McLaughlin & Co., of Chicago, has left that firm to engage in business on his own account.

H. J. Parrish, president of the Memphis Merchants' Exchange, has named the following delegates to represent that organization at the coming convention of the National Hay Association at Peoria, Ill.: J. J. Wade, S. T. Pease, L. McFadden, S. F. Clark,

W. M. Forabee, Lee D. Jones, W. D. Moon, H. J. Hasenwinkle.

Frank N. Thayer was recently suspended from the Chicago Board of Trade on account of alleged failure to meet outstanding obligations.

John E. Templeton of Fort Benton, Mont., was recently appointed by Governor Stewart to the office of state grain inspector for Montana. The appointment became effective May 1.

F. F. Clapp has been reappointed chief weigher of the Milwaukee Chamber of Commerce, Milwaukee, Wis. This year's appointment rounds out, for Mr. Clapp, twenty-five years of continuous service.

Charles H. Reeve & Co. have been incorporated at New York City to deal in grain, hay and produce. The capital stock is \$2,000 and incorporators are Margaret R. Reeve, Frederick E. Reeve and James F. White.

The Wichita Board of Trade of Wichita, Kan., has decided to employ its own samplers of cars of grain on arrival in that market as serious complaint has been made against the state grain sampling.

E. L. Glaser, president of Rosenbaum Brothers, Chicago, Ill., sailed with his family from New York, on May 15, for a two months' sojourn in Europe. He will spend the greater part of the time at Marienbad, Germany.

The Shearson-Hammill Grain Company has purchased the grain and stock brokerage business of C. O. Kalman & Co. in the Pioneer Building at St. Paul, Minn. The business will be carried on under the management of T. C. Link.

Albert Ames, for a number of years past associated with the Ames-Brooks Company of Duluth, Minn., has severed his connections with the firm and has left Duluth for southwestern Oregon, where he will engage in the fruit business.

The announcement has been made of the appointment of Seymour Manning of Pullman, Wash., state grain inspector for the State of Washington. Mr. Manning has been in the grain business in Colfax and Pullman for many years.

Douglas & Co., manufacturers of starch and by-products of corn, have made arrangements to enlarge their plant at Cedar Rapids, Iowa. About \$100,000, it is stated, will be put into the improvements and additions to the company's buildings.

Grain and flour men of Philadelphia, Pa., held their annual shad dinner at the Delaware Country Club on May 2. The custom of holding an annual dinner was started about thirty years ago. About sixty members of the grain and flour trade attended the dinner this year.

Rodney W. McKinnon, for fifteen years a member of the firm of Logan & Bryan of Chicago, retired from business recently on account of ill health. The partners remaining are Benjamin B. Bryan and John G. Lonsdale of New York and P. J. Brosnahan and Stuart Logan of Chicago.

The Bruso Grain Corporation of Buffalo, N. Y., has been incorporated with a capital stock of \$10,000, to deal in grain and feed. The incorporators are Octave A. Bruso, Nellie M. Bruso and Reginald F. Day. Mr. Bruso, who also represents at Buffalo, E. W. Wagner & Co. of Chicago, recently joined the Chicago Board of Trade.

The Ward Grain Company of Lima, Ohio, made the announcement recently that they had decided the company would be better able to serve its patrons at Fostoria, Ohio, than at Lima, and therefore removed to that city. Offices since April 15 are located in the Security Building, Fostoria, at which place the latch strings will always remain out to their friends.

The firm of E. T. Custenborder & Co. has been formed to engage in the grain business with offices in the Woodward Building, Sidney, Ohio. The firm needs but little introduction to the grain trade of the East and West, as its members have been connected with grain interests for a number of past years. E. T. Custenborder, one of the founders of the firm of J. E. Wells & Co., of Sidney, has been with that firm since its organization. The remaining members of the company are V. E. Chambers

and J. C. Custenborder. In their public announcement to the trade the new company states that their motto will be "efficient, honest and courteous treatment of patrons together with prompt service."

The Chicago Board of Trade baseball nine will play its annual game for charity on Friday afternoon, June 13, at the Comiskey ball park. The Board of Trade team will be opposed by the Chicago University nine and the proceeds will go to paying for the camp of the Boy Scouts on White Lake, near Whitehall, Mich.

The Quaker Oats Company, with head offices at Chicago, Ill., has placed the contract for a new feed packing plant at Fort Dodge, Iowa, to take the place of the building burned in the winter of 1911. It will be of brick construction, 72x90 feet and three stories in height. The company also recently purchased a site at Waverly, N. Y., on which it proposes to build a warehouse.

E. A. Fitzgerald of the firm of Fitzgerald Bros. Co. and secretary of the Cincinnati Chamber of Commerce, Cincinnati, Ohio, spent a part of the first of May in Chicago. Mr. Fitzgerald has a genial personality (some might call it Irish) and the Cincinnati Chamber of Commerce may be assured that wherever its secretary travels, when away from home, he is making friends for that market.

Thomas J. Kennedy, grain superintendent of the Lake Carriers Association, recently appointed the following supervising boss scoopers at the elevators along the Buffalo river at Buffalo, N. Y.: At the Erie, Electric and American Malting Company elevators, Daniel O'Dea; at the Export, Monarch and Evans elevators, James Keefe; Wheeler elevator, Matthew Carrig; Kellogg elevator, James Rooney; Eastern and Marine elevators, Neil O'Brian; Dakota and Trenton elevators, Thomas Barrett; Connecting Terminal elevator, James McEnerney.

The Buerger Commission Company has been formed at Milwaukee, Wis., to take over and continue the grain commission business of the Buerger-Crittenden Company. It is stated that the milling business of the firm will be discontinued entirely. J. F. Buerger will have charge of the barley department and Charles F. Coughlin will handle the coarse grains as in the past. J. M. Riebs, Jr., vice-president of the old company and his son, A. J. M. Riebs, will also be connected with the new firm. Offices of the company will be in the Mitchell Building.



SOME MEMBERS OF THE MINNEAPOLIS CHAMBER  
OF COMMERCE ON THE LAST DAY OF  
THE MINNESOTA LEGISLATURE  
From the "Minneapolis Morning Tribune."



## AN EDUCATIONAL CAMPAIGN

A campaign of education has been planned by the Minneapolis Chamber of Commerce, Minneapolis, Minn., the purpose of which is to give the farmers of the Northwest and the public generally a better conception of the methods and practices of the Chamber of Commerce as an organization. The following members of the Chamber of Commerce were appointed by President Fred B. Wells as a permanent publicity committee: E. M. Crosby, chairman; G. F. Ewe, B. F. Benson, J. H. McMillan, and C. G. Wyman. A general invitation will be sent to all the farmers of the Northwest to visit the Chamber whenever they are in the city and see the methods of buying and selling grain, etc. Literature covering grain subjects will also be sent through the Northwest.

## MINNEAPOLIS MEN ARE DUPED

"The Assyrian came down like a wolf on the fold." The wolf is represented by Charles B. Raymond, a rural sign painter of Kilkenny, Minn., and the part of the "fold" is played by members of the Minneapolis Chamber of Commerce, Minneapolis, Minn. The time and place are any afternoon on the Exchange floor. Enter Charles B. Raymond, who thereupon does a flourishing business with a number of brokers and all goes well until checks drawn by the leading man are refused by the Kilkenny State Bank. Now Charles B. Raymond is in parts unknown and his brokers are looking out for all countrymen, especially rural sign painters, who arrive in town with desires to take a flyer on the market.

[Special Correspondence.]

## PHILADELPHIA GRAIN NEWS

BY E. R. SIEWERS.

The three matters of leading importance to the grain trade with regard to future benefit and increase of the general business both inward and outward at the port of Philadelphia are:

First, the certainty of an early passage by the Pennsylvania Legislature now in session at Harrisburg of the "Eminent Domain Bill" empowering the municipality to condemn and take private property along the Delaware and Schuylkill Rivers, and water front of the city, for the purposes of public development, the measure being practically an amendment to the Act of 1907 which created the Department of Wharves, Docks and Ferries. This with the legislative appropriation of \$2,000,000 or even less, together with several millions of dollars to be applied at the same time for the erection of docks, piers, wharves and other important and up-to-date facilities and equipments, will be followed by large expenditures on the part of the city in future construction work.

Second, the immediate development and extension of the Belt Line Railroad, which at present routes over only a portion of Delaware Avenue and in its vicinity, but is expected to traverse the entire length of the city water frontage, thereby giving the port transportation advantages, by rail as well as water, equal to any city on the Atlantic Coast.

Third, the adoption of a universal short term export grain contract with foreign interests, tantamount to cash business, this much desired innovation being already assured through the efforts of the North American Export Grain Association, of which Frank Evans Marshall is secretary and treasurer. Very favorable overtures have recently been made by the London grain organization looking toward an amicable and equitable adjustment of the contract term rules.

\* \* \*

James Stewart & Co., of Chicago, have been granted a permit by the city authorities to erect a \$60,000 three-story drier house, 35x62 feet, at Forty-fourth Avenue and Twenty-ninth Street, in connection with the \$1,000,000 grain elevator now under construction at Girard Point. The equipment will have an hourly capacity of 3,000 bushels, which under some conditions may be increased to 10,000 bushels. The structural work will be of re-

inforced concrete and steel, the plant when finished to be the largest one of its kind along the Atlantic Coast.

\* \* \*

Just at present the average Philadelphia grain man is of the full yard-wide, progressive, optimistic type, inasmuch as all reports now coming in from Pennsylvania and nearby states give indications already of a great yield of grain and hay. It is predicted by the grain inspection department that the month of May will be the starting point for some big export business.

\* \* \*

The hay men walloped the grain and flour men in the yearly champion base ball match game at the Philadelphia Country Club, following the annual Planked Shad Dinner. They have now held the pennant for several years, so the remark is going around on 'Change, "It's not much use to try to beat a hay man's pitching."

\* \* \*

Secretary Frank Evans Marshall having returned from his Alabama vacation, has been quite busy at his private office headquarters in the Commercial Exchange catching up with the latest business demands and he and Stenographer Riley are quite often engaged in a friendly but spirited race on their typewriters getting grain trade affairs under perfect control.

\* \* \*

The Belt Line Railroad is under the guidance of the Board of Trade and Chamber of Commerce, these two trade organizations holding 51 per cent of the stock. The corporation has 30,000 cars in constant use, and it is expected under the extensions to be made at least 20,000 more cars will be needed.

\* \* \*

The fifty-ninth annual report of the Commercial Exchange, just issued, among other things shows its total resources to be \$148,594.33 with 413 on the roll of membership.

\* \* \*

The new tariff proposition on wheat and free flour is causing quite a general stir and clamor among the millers of Pennsylvania and the East, as well as representatives of the big western milling concerns located here.

\* \* \*

Canadian hay it is said will not be much of a factor in the eastern trade this year, if home and nearby grass crop conditions continue as favorable as at present.

\* \* \*

Some 3,000,000 bushels of wheat will leave this port during the month, whether the manner of sight draft payment which was exacted by American shippers on and after May 1 is adjusted favorably or not, as it was all booked to go abroad before the ultimatum of the North American Export Grain Association was announced.

\* \* \*

Upon the recommendation of Chief Grain Inspector Captain John O. Foering of this city, a grain drying system is to be installed at the 350,000-bushel grain elevator of the Lehigh Valley Railroad Company at Communipaw, N. J., which is rapidly reaching completion.

\* \* \*

In the new consolidated trade and business organization movement going on in Philadelphia, the Chamber of Commerce having refused to allow the Board of Trade to swallow it up, now proposes to gulp down the Board of Trade. It is narrowing down to a sort of "Jonah incident."

\* \* \*

The London grain receivers it is stated were willing to pare down the old 60 day contract term payment on export grain to 10 days, and later to 7 days, and it has been reported that as a final olive branch they would accept a 3-day proposition, while the Liverpool Corn Association is opposed to any compromise. The Canadian exporters to a man are clamoring for sight draft payments and nothing short of that. In the meantime the future export grain business is at a standstill, for the North

American Export Grain Association through its extensive membership is out on a determined "strike" since May 1. Frank Evans Marshall, secretary and treasurer, is "sawing wood and saying nothing," though it is claimed that he has considerable valuable information "up his sleeve" at present writing.

[For the "American Grain Trade."]

## SPECULATION

BY IDEM.

The tiny tot in pinafore,  
In gurgling glee crawls on the floor,  
'Neath mother's eyes of admiration.  
Watchful she sees, full well she knows  
Her babe to stand upon its toes  
Is just a speculation.

When six years old he starts to school  
To learn to act the golden rule  
And gain an education.  
But whether he will truant play  
Or learn his lessons day by day  
Is just a speculation.

And then the youth starts out in life  
All buoyant—eager for the strife—  
To learn some avocation.  
Yet whether he'll achieve to fame  
Or leave an ordinary name  
Is just a speculation.

He marries next, a sweet young wife  
Has come to glorify his life  
Held in all veneration.  
He tells his friends—he's filled with joy—  
[He's sure it's going to be a boy]  
But it's just a speculation.

The glad, sad years, they come and go,  
The rain, the sunshine and the snow,  
In swift and sure gradation.  
The watcher from his attic knows  
Come summer's rain or winter's snows,  
Life's but a speculation.

## RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, grain products, hay and seed at the leading receiving and shipping points in the United States for the month of April, 1913:

**BALTIMORE.**—Reported by James B. Hessong, Secretary of the Chamber of Commerce.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	1,100,210	77,719	1,063,728	60,000
Corn, bu.....	1,011,112	312,520	2,865,245	510,407
Oats, bu.....	283,394	114,115	23,750	.....
Barley, bu.....	946	.....	3,388	.....
Rye, bu.....	202,582	43,076	145,715	.....
Hay, tons.....	4,714	7,361	636	1,147
Flour, bbls.....	118,994	125,269	44,661	23,138

**CHICAGO.**—Reported by J. C. F. Merrill, Secretary of the Board of Trade.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	2,924,000	970,000	3,285,000	1,767,450
Corn, bu.....	3,622,000	3,016,150	8,208,000	6,514,850
Oats, bu.....	7,640,000	6,145,800	7,018,000	7,471,600
Barley, bu.....	2,276,000	865,500	647,000	250,600
Rye, bu.....	222,000	117,500	262,000	120,200
Tim. seed, lbs....	3,964,000	557,300	4,629,000	760,900
Clover seed, lbs....	279,000	307,200	707,000	362,800
Other grass seed, lbs. ....	1,223,000	949,500	4,122,000	3,601,300
Flax seed, bu.....	71,000	129,400	22,000	44,200
Broom corn, lbs....	1,163,000	740,200	1,478,000	674,200
Hay, tons.....	17,004	32,594	827	11,456
Flour, bbls.....	686,000	533,175	416,000	361,073

**CINCINNATI.**—Reported by W. C. Culkins, Supt. of the Chamber of Commerce.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	98,570	227,348	91,467	213,318
Corn, bu.....	272,289	734,652	199,673	430,335
Oats, bu.....	248,516	477,186	336,864	223,762
Barley, bu.....	57,000	19,024	2,697	86
Rye, bu.....	29,428	31,541	6,183	11,106
Tim. seed, 100-lb. bags .....	3,030	2,986	2,902	2,553
Clover seed, 100-lb. bags .....	1,361	1,410	3,906	4,530
Other grass seeds, 100-lb. bags ....	6,857	6,267	8,258	15,385
Flax seed, 100-lb. bags .....	11	18	12	16
Broom corn, lbs....	47,580	389,630	765	210,600
Hay, tons.....	8,110	14,412	6,139	9,727
Flour, bbls.....	83,558	116,993	39,184	57,432

**DETROIT.**—Reported by M. S. Donovan, Secretary of the Board of Trade.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	3,000	40,548	85,000	71,500
Corn, bu.....	106,800	86,280	170,600	83,090
Oats, bu.....	248,000	139,608	44,400	30,070
Barley, bu.....	.....	17,420	.....	1,042
Rye, bu.....	5,000	7,300	11,000	6,190
Flour, bbls.....	31,000	25,726	39,000	22,400

**DULUTH.**—Reported by Charles F. MacDonald, Secretary of the Board of Trade.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	2,656,037	5,685,628	3,781,683	5,320,749
Corn, bu.....	10,788	.....	.....	.....
Oats, bu.....	490,993	2,005,637	166,764	1,423,435
Barley, bu.....	371,294	196,436	746,839	324,988
Rye, bu.....	46,659	2,515	51,575	27,715
Flax seed, bu.....	1,193,712	335,523	1,015,879	297,530
Flour, bbls.....	501,110	176,800	396,080	144,145
Flour production..	63,405	65,555	.....	.....



## TRADE NOTES

**GALVESTON.**—Reported by John H. Upschulte, Chief Inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	421,000	56,000	427,311	.....
Corn, bu.....	16,000	24,000	.....	.....
Oats, bu.....	3,000	.....	.....	.....
Kaffir corn, bu....	22,000	1,000	163,935	.....
Rye, bu.....	4,000	1,000	.....	.....
Flour, bbls.....	.....	.....	25,591	27,366

**INDIANAPOLIS.**—Reported by Wm. H. Howard, Secretary of the Board of Trade.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	40,000	45,000	12,000	128,000
Corn, bu.....	730,000	846,000	375,000	562,000
Oats, bu.....	438,000	255,000	89,000	92,000
Barley, bu.....	1,000	.....	.....	.....
Rye, bu.....	1,000	2,000	.....	.....
Hay, cars.....	61	283	.....	.....

**KANSAS CITY.**—Reported by E. D. Bigelow, Secretary of the Kansas City, Mo., Board of Trade.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	1,268,400	836,400	1,544,400	1,490,400
Corn, bu.....	1,105,000	1,608,750	1,013,750	1,783,750
Oats, bu.....	666,400	469,200	438,600	477,700
Barley, bu.....	40,600	14,000	2,800	11,200
Rye, bu.....	3,300	2,200	3,300	2,200
Bran, tons.....	560	820	8,420	3,500
Kafir corn, bu....	150,700	198,000	141,000	206,000
Hay, tons.....	22,116	27,708	7,596	4,716
Flour, bbls.....	9,750	24,000	161,250	104,500

**MILWAUKEE.**—Reported by H. A. Plumb, Secretary of the Chamber of Commerce.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	331,800	221,950	343,412	342,350
Corn, bu.....	331,480	444,860	881,327	505,182
Oats, bu.....	930,600	648,000	740,178	551,572
Barley, bu.....	1,194,700	588,900	428,591	176,506
Rye, bu.....	248,600	124,300	220,220	179,120
Tim. seed, lbs....	91,903	14,885	120,000	1,200
Clover seed, lbs...	84,649	755,177	100,650	33,950
Flax seed, bu.....	68,100	61,200	.....	5,800
Hay, tons.....	3,331	3,072	387	748
Flour, bbls.....	201,940	119,374	286,183	170,507

**MINNEAPOLIS.**—Reported by H. W. Moore, Statistician of the Chamber of Commerce.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	6,397,030	3,995,200	2,385,830	2,678,080
Corn, bu.....	173,720	375,250	204,900	150,240
Oats, bu.....	1,141,530	668,090	1,734,950	1,321,830
Barley, bu.....	1,546,260	405,180	1,886,160	700,670
Rye, bu.....	239,190	75,100	283,500	47,580
Flax seed, bu.....	742,360	468,040	154,600	111,030
Hay, tons.....	1,940	6,190	260	4,790
Flour, bbls.....	53,081	34,226	1,387,766	1,317,712

**NEW YORK.**—Reported by H. Heinzer, Statistician of the Produce Exchange.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	1,341,600	.....	2,546,815	.....
Corn, bu.....	199,125	.....	260,078	.....
Oats, bu.....	1,181,875	.....	575,992	.....
Barley, bu.....	682,125	.....	781,916	.....
Rye, bu.....	94,300	.....	146,507	.....
Tim. seed, bags...	.....	.....	927	.....
Clover seed, bags...	280	.....	1,391	.....
Flax seed, bu.....	218,400	.....	79,798	.....
Hay, tons.....	22,581	.....	18,566	.....
Flour, bbls.....	695,880	.....	427,445	.....

**OMAHA.**—Reported by P. P. Manchester, Secretary of the Omaha Grain Exchange.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	1,164,000	676,800	996,000	438,000
Corn, bu.....	865,200	1,519,200	1,958,000	1,356,300
Oats, bu.....	963,900	1,106,700	1,620,000	1,375,500
Barley, bu.....	15,400	72,800	1,000	9,000
Rye, bu.....	11,000	2,200	9,000	1,000

**PEORIA.**—Reported by John R. Lofgren, Secretary of the Board of Trade.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	193,800	82,500	195,000	75,127
Corn, bu.....	885,534	1,049,695	544,651	514,208
Oats, bu.....	623,149	614,513	811,017	800,800
Barley, bu.....	266,100	140,132	119,275	76,889
Rye, bu.....	62,450	8,400	56,400	6,400
Mill feed, tons....	4,619	8,776	8,013	9,189
Seeds, lbs.....	150,000	120,000	270,000	30,000
Broom corn, lbs....	15,000	30,000	165,000	90,000
Hay, tons.....	2,030	2,500	260	2,263
Flour, bbls.....	261,400	213,500	218,331	190,651

**PHILADELPHIA.**—Reported by Frank E. Marshall, Secretary of the Commercial Exchange.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	269,503	783,210	354,364	598,761
Corn, bu.....	214,034	118,414	408,458	17,143
Oats, bu.....	476,353	603,777	.....	13,285
Barley, bu.....	29,671	1,000	.....	.....
Rye, bu.....	7,200	2,400	.....	.....
Flax seed, bu.....	7,682	800	.....	.....
Hay, tons.....	6,105	.....	.....	.....
Flour, bbls.....	190,750	145,792	141,265	79,168

**ST. LOUIS.**—Reported by Eugene Smith, Secretary of the Merchants' Exchange.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	1,389,417	539,356	1,781,760	1,121,860
Corn, bu.....	2,172,800	1,919,450	1,216,400	1,094,240
Oats, bu.....	1,280,350	1,596,300	1,152,390	1,036,520
Barley, bu.....	14,750	14,400	2,630	3,070
Rye, bu.....	11,100	4,490	7,880	2,600
Bran, sacks.....	45,930	64,140	490,890	305,655
Hay, tons.....	14,720	24,280	7,410	11,457
Flour, bbls.....	240,400	246,700	282,480	214,210

**SAN FRANCISCO.**—Reported by Wm. B. Downes, Statistician of the Chamber of Commerce.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, centals....	240,946	.....	745	.....
Corn, centals....	5,009	.....	215	.....
Oats, centals....	62,790	.....	278	.....
Barley, centals....	201,326	.....	13,383	.....
Rye, centals....	3,685	.....	.....	.....
Hay, tons.....	8,119	.....	851	.....
Flour, bbls.....	88,296	.....	24,339	.....

**TOLEDO.**—Reported by Archibald Gassaway, Secretary of the Produce Exchange.

Articles.	Receipts		Shipments	
	1913.	1912.	1913.	1912.
Wheat, bu.....	100,000	74,000	108,100	312,100
Corn, bu.....	195,600	230,600	397,600	251,700
Oats, bu.....	208,000	55,500	245,600	58,200
Rye, bu.....	.....	.....	.....	900
Tim. seed, bags...	887	2,940	6,228	4,000
Clover seed, bags...	2,698	4,070	13,662	11,458
Alsike seed, bags...	293	420	1,853	250

The Mona-Duplex Seal Company of Chicago, Ill., has been incorporated with a capital stock of \$15,000 to manufacture locking and sealing devices.

The official diagram of exhibition space for the second annual Gas Engine Show, to be held at Kansas City, Mo., August 16 to 23, has been prepared and can be secured from Albert Strittmatter, secretary, Cincinnati, Ohio, by manufacturers or others who are interested in making an exhibit.

W. H. Salisbury & Company, Inc., of Chicago, Ill., manufacturers of "R. F. & C." Solid Woven Rubber Belt, reports among the larger recent orders received by them: Morton Milling Company, Dallas, Texas, 740 feet of 22-inch 6-ply cotton belt; Itasca Elevator Company, Itasca, Wis., 518 feet of 36-inch Salisbury Solid Woven Belt; Sparks Milling Company, Alton, Ill., 340 feet of 18-inch and 674 feet of 30-inch Salisbury Solid Woven Belt; for the Rock Island Terminal Elevator at Kansas City, Mo., 2,142 feet of 22-inch and 3,163 feet of 36-inch Salisbury Solid Woven Belt.

The B. F. Goodrich Company, with factories in Akron, Ohio, and branches in all leading cities, make claim to especial durability of their Goodrich Grain Belting. There have been many endurance records made by these belts, and in numerous cases, after years of service and the handling of millions of bushels of grain in belt conveyors, the belts still were found by the owner in good condition. The B. F. Goodrich Company has some very interesting literature upon the manufacture and service of belting which they will send on request to all who are interested.

The C. O. Bartlett & Snow Company of Cleveland, Ohio, manufacturers of oatmeal and pearl barley machinery, Triumph Corn Shellers and Crushers, elevating and conveying machinery, etc., have just issued Bulletin No. 40 covering their garbage disposal machinery. The bulletin describes their special machinery for economically treating and saving the values from offals and by-products from abattoirs and fish canneries, and for the disposal of dead animals and garbage. The machinery is the result of twenty years' experience in dealing with the problems incident to this business.

G. T. Burrell, president of the Burrell Engineering and Construction Company of Chicago, Ill., with I. H. Faleide, chief engineer of the company, left Chicago, on May 2, for Australia. They were called to that country by parties interested in more modern grain storage and elevator facilities and who desire plans and estimates on this work. They will spend some time at Melbourne and Sidney and also expect to look into interior country conditions before their return, which is expected in from two to three months. In the meantime P. F. McAllister, vice-president of the company, remains in charge and will be ably supported by the regular engineering force so that no lack of efficiency will be felt in their large grain elevator business in this country.

The third Millers' National Exposition will be held in connection with the eighteenth annual convention of the Fraternity of Operative Millers of America at Kansas City, Mo., June 2 to 6, inclusive. The various exhibits are now being arranged in Exposition Hall, and it promises to surpass all previous shows in number and extent of machinery exhibits. The following are among those who have arranged for space at the exposition: The Wolf Company, Chambersburg, Pa.; Western Fire Appliance Works, Chicago; Huntley Manufacturing Company, Silver Creek, N. Y.; Nordyke & Marmon Company, Indianapolis, Ind.; Great Western Manufacturing Company, Leavensworth, Kan.; Fairbanks, Morse & Co., Chicago and Kansas City; Sprout, Waldron & Company, Muncy, Pa.; In-

vincible Grain Cleaner Company, Silver Creek, N. Y.; Anglo-American Mill Company, Owensboro, Ky.; Barnard & Leas Manufacturing Company, Moline, Ill.; S. Howes Company, Silver Creek, N. Y.; The Knickerbocker Company, Jackson, Mich.

A very complete catalogue covering their rubber, cotton and leather belting and other specialties, was recently published by the W. D. Allen Manufacturing Company of Chicago. It comprises, in addition, prices on their complete line of mill, factory and elevator supplies and will be found a very handy book for reference in the grain elevator or mill office.

The B. S. Constant Manufacturing Company has been incorporated to succeed the business of the B. S. Constant Company at Bloomington, Ill. The officers of the new company are: D. G. Eikenberry, president; H. B. King, vice-president; I. G. Constant, treasurer; H. E. Surface, secretary. The capital stock is \$30,000, all paid in. One of the principal reasons for the new incorporation is the growth of the business, which has necessitated a larger plant and greater force to meet the demands for their machines. A new factory has been secured, located on Euclid avenue, four blocks west of the Chicago & Alton Railroad Union Station. It is a two-story brick building, 150x60 feet, and will be equipped with new and modern tools and machines to make it one of the best plants in the country.

The Joseph Dixon Crucible Co. have just published a new booklet entitled "Graphite for the Boiler." This booklet deals with no new discovery, for graphite has been sold to remove scale from boilers for many years. It simply states in as few words as possible, why and how Dixon's Boiler Graphite does its work. No startling claims are made, for the subject is too old to longer be sensational. Those who have used Dixon's Boiler Graphite know its wonderful effectiveness. They realize how much fuel it saves annually by keeping the boiler tubes and shell clean, and how much time and labor is saved in cleaning the boilers, also, how little it costs as compared with boiler compounds. The Joseph Dixon Crucible Co. is the oldest and largest manufacturer of graphite and graphite products in the world. Anything that bears the stamp of Dixon is the best that can be produced for the price. They stand behind every one of their hundreds of different products and boiler graphite is no exception to the rule. Write the Joseph Dixon Crucible Co., Jersey City, N. J., for this booklet which will be sent free of charge.


## THE NET WEIGHT LAW

The committee appointed by the Secretaries of the Department of Commerce, the Department of the Treasury and the Department of Agriculture to draw up regulations for the enforcement of the new Net Weight Law announces that it is now ready to receive recommendations and suggestions in writing. The first hearings for manufacturers, dealers and others interested will be held in New York during the week beginning June 9, and other hearings will be held whenever and wherever there is sufficient demand.


Communications for this committee should be addressed to the Net Weight Law Committee, Department of Agriculture, Bureau of Chemistry, Washington, D. C.

The Net Weight Law was signed March 3, 1913, and is to go into effect eighteen months from that date. It requires that the quantity of the contents of food packages be plainly marked on the outside of each package in terms of weight, measure or numerical count.





# ELEVATOR AND GRAIN NEWS


**EASTERN**

O. N. Hamacher & Sons will erect an elevator at Richmond, Maine.

S. H. Sherrick & Co. have practically completed their elevator at Holden, Maine.

The St. Albans Grain Company of St. Albans, Vt., is considering plans for increasing the capacity of its plant by the erection of an elevator.

Russel G. Getting has entered into partnership with his father, W. G. Getting, in the grain business at Keedysville, Md., and the firm will be W. G. Getting & Son.

Robinson & Erler, Inc., have been incorporated at Riverhead, N. Y., with a capital stock of \$2,000, to deal in grain, hay, etc. The incorporators are Ernest M. Robinson, Josie F. Robinson and Bruno Erler.

The Rye Cereals Corporation has been incorporated at Wilmington, Del., with a capital stock of \$250,000, to deal in grains of all kinds. The incorporators are Herbert E. Latter, W. J. Maloney and Oscar J. Reichard.

Charles Rockwell & Co., Inc., have been organized at Mt. Vernon, N. Y., with a capital stock of \$50,000, to deal in grain, produce, hay, straw, agricultural implements, etc. The incorporators are Charles Rockwell, S. Carrie Rockwell and Celie Rockwell.

**ILLINOIS**

Arthur Webb has remodeled his elevator at Weldon, Ill.

The Zorn Grain Company has sold its elevator at Lilly, Ill.

Garrett Nugent of Cabery, Ill., plans to dispose of his elevator.

An electric motor has been installed in the Farmers' Elevator at Malden, Ill.

The Kankakee Commission Company has opened a grain office at Kankakee, Ill.

J. J. Martin has sold his elevator at McNabb, Ill., to the McNabb Grain Company.

A farmers' elevator may be established at Ritchie (R. F. D. from Wilmington), Ill.

The Walker Elevator, recently destroyed by fire at Quiver Siding, Ill., will be rebuilt.

The Putnam Grain Company, Putnam, Ill., is building a new store-room near its office.

An addition has been built to the office of the Neola Elevator Company at Forreston, Ill.

Henry Bruggeman of Tinley Park, Ill., has purchased the Meyer Elevator at Frankfort, Ill.

The Towanda Grain Company of Towanda, Ill., is building a new lumber shed, 100x50 feet in size.

The Farmers' Grain & Coal Company of Fogarty, Ill., has increased its capital stock from \$6,000 to \$8,000.

The Mahomet Grain Company at Mahomet, Ill., has increased its capital stock from \$7,000 to \$22,000.

Clark Bros. have disposed of their grain and lumber business in Sherrard, Ill., to B. L. Christy of Viola, Ill.

C. B. Munday of Litchfield, Ill., is tearing down his elevator at McVey, Ill., and will remove it to another point.

The Neponset Farmers' Grain Elevator Company of Neponset, Ill., has increased its capital stock from \$5,000 to \$15,000.

Walker Boulware is enlarging his elevator at Dickerson (R. F. D. from Foosland), Ill., by the construction of an annex having a capacity of about 15,000 bushels.

The Truby Grain Company, Joliet, Ill., capitalized at \$100,000 and owning six elevators, assigned to its creditors on May 7. Failure to get cars is the explanation of the firm's reverses.

The City Fuel Company of Chicago has purchased from the Phillips Grain & Coal Company the property at the southeast corner of Clayton Court and Pratt avenue, 25x120 feet in size.

The Bartlett-Frazier Company of Chicago is erecting a 7,000-bushel cribbed elevator at Grinnell, Ill. Louis Richert, the company's foreman, is superintending the work, and the Burrell Engineering and Construction Company of Chicago has been awarded

the contract for the equipment, while the Sykes Steel Roofing Company of Chicago will furnish the siding.

The Wm. H. Suffern Grain Company of Decatur, Ill., has purchased the elevator of J. W. Bradway & Co. at Macon, Ill., and possession was given on May 1. B. M. Godwin has taken charge of the house.

The E. B. Conover Grain Company has been organized at Springfield, Ill., by E. B. Conover, and John McHenry of Virginia, Ill., and Simeon Fernandes and A. J. Jones of Jacksonville, Ill. Offices will be maintained at Springfield, Bloomington, Jacksonville and Virginia. Mr. Conover and Mr. McHenry will remove to Springfield to attend to the business at that point and P. R. Marshall of Virginia will have charge at Jacksonville.

**MINNESOTA AND WISCONSIN**

A. T. Sanders of Fisk, Wis., has closed his elevator owing to poor health.

The Cargill Elevator Company has remodeled the office of its implement department at Herman, Minn.

The Tessum Grain Company of Thief River Falls, Minn., has increased its capital stock from \$20,000 to \$80,000.

Farmers in the vicinity of Le Sueur, Minn., are considering the formation of a grain and live stock association.

The farmers in the neighborhood of Altura, Minn., are contemplating the reconstruction of the elevator that burned.

T. O. Kiland has reopened and will operate the elevator of the New London Milling Company at Pennock, Minn.

The Farmers' Elevator Company is building a machine house in connection with its elevator at Heron Lake, Minn.

A farmers' co-operative elevator company has been organized at Org, Minn., and purchased the Hubbard & Palmer Elevator for \$2,500.

The Houston Farmers' Elevator Company has awarded the contract for the construction of a 20,000-bushel elevator at Houston, Minn., costing \$4,670.

The Farmers' Elevator Company at Redwood Falls, Minn., is building a two-story frame building, 30x50 feet in size, to be used for a machinery warehouse.

On May 1, the Donahue-Stratton Elevator Company of Milwaukee, Wis., moved into the office formerly occupied by the Berger-Crittenden Milling Company.

The directors of the Farmers' Elevator Company, recently incorporated at Comfrey, Minn., have purchased the house of the Western Elevator Company for \$4,000.

Theo. Edenstrom and H. N. Lunde have purchased the Minneapolis & Northern Elevator at Wolverton, Minn. Mr. Edenstrom will remove from Wolford, N. D., to Wolverton to take charge of the house.

The Franklin Farmers' Elevator Company recently incorporated at Franklin, Minn., with a capital stock of \$10,000. The officers are: N. J. Olson, president; Martin Siegfried, vice-president; George Forsyth, secretary, and A. J. Anderson, treasurer.

A. H. Johnson is now sole owner of the La Moure Grain Company at La Moure, Minn., having purchased the half interest of his partner, J. S. Emerson. Mr. Johnson has taken over the elevator at Mapleton, Minn., and will take possession on June 15.

F. H. Shepard of Northfield, Minn., and son, C. R. Shepard of Stanton, Minn., are now sole owners of the elevator at Stanton, formerly operated by F. H. Shepard and J. W. Alexander. C. R. Shepard will continue as manager of the plant. Mr. Alexander disposed of his half-interest for \$2,500.

S. G. Courteen is building a fireproof elevator and warehouse at Milwaukee, Wis. The structure covers a ground space of 150x300 feet. The plant is equipped with one receiving hopper taking grain by gravity from the car to the receiving jack leg, with a capacity of 5,000 bushels an hour, two transfer legs with a capacity of 3,000 bushels hourly, an elevator leg with a capacity of 1,000 bushels an hour,

a 1,600-bushel receiving scale hopper and steel spouting.

C. D. Orr is building an addition to his elevator at Northfield, Minn., for the storage of coal and feed. The addition will be 16x36 feet in size, and built of cement blocks with a sheet iron roof.

The new elevator under course of construction at Underwood, Minn., for the Underwood Grain Association will soon be completed. The house will have a capacity of over 25,000 bushels and will be equipped with a 24-foot wagon scale, two stands of elevators and a complete cleaning system.

The Red Lake Falls Farmers' Elevator Company has been incorporated at Red Lake Falls, Minn., with a capital stock of \$10,000. Directors were elected as follows: J. A. Nicholson, George F. Hennings, Eli Lasha, J. A. Duffy, Louis Perrault, Noel Delorme and Thomas Whalen. The company will erect an elevator this season.

**IOWA**

A new elevator will be constructed at Gruver, Iowa.

Paul Akin is building an elevator at Grundy Center, Iowa.

John Knave has sold his elevator at Boone, Iowa, to W. D. Kruse.

The Wilkin Grain Company will erect an elevator at Melrose, Iowa.

The S. E. Squires Grain Company will build an elevator at Mingo, Iowa.

The Farmers Elevator Company will construct an elevator at Milburn, Iowa.

C. H. Krause has remodeled the Silver City Elevator at Council Bluffs, Iowa.

The Farmers' Industrial Union will erect a 30,000-bushel elevator at Britt, Iowa.

A new elevator is under course of construction at Hepburn, Iowa, for C. W. Caster.

George Barfoot has sold his grain business at Ayrshire, Iowa, to George Edwards.

R. A. Frazier & Son plan to overhaul their elevators at Morrison and Palmer, Iowa.

An elevator will be erected at Montezuma, Iowa, by the Montezuma Lumber Company.

A farmers' elevator may be erected at Honey Creek, Iowa, by the farmers in that vicinity.

Farmers in the vicinity of Robertson, Iowa, are forming the Farmers' Co-operative Grain Dealers' Association.

The Farmers' Elevator Company of Bayard, Iowa, will build a 30,000-bushel elevator, costing about \$5,000.

The Farmers' Lumber Company plans the erection of an elevator at Robinson (R. F. D. from Ryan), Iowa.

Chas. Spike & Company will raze their old elevator at Jesup, Iowa, and a new structure will occupy the site.

The Gilmore Grain & Elevator Company of Gilmore City, Iowa, has displaced its gasoline engine with an electric motor.

D. J. Peters has sold his elevator at Wellsburg, Iowa, to John M. Meyer for \$6,000, and possession will be given on July 1.

The Farmers' Co-operative Produce Company of Fort Atkinson, Iowa, has purchased the Gilchrist Elevator at that place for \$4,000.

The Farmers' Elevator Company has been incorporated at Jacksonville (R. F. D. from Harlan), Iowa, with a capital stock of \$10,000.

The Bowles & Billings Grain Company of Marshalltown, Iowa, is building an elevator at Marietta (R. F. D. from Marshalltown).

The old elevator at Exira, Iowa, has been razed and the E. Rothschild Company is planning the erection of a new structure on the site.

The Industrial Department of the Chicago, Milwaukee & St. Paul Railway Company reports an opening for an elevator at Vivian, Iowa.

The Farmers' Grain Company has been organized at Fernald, Iowa, and stock to the amount of \$5,000 has been subscribed. The incorporators are James Farley, H. S. Fleagle, Harvey Wherry, H. G. Handsaker, W. J. Ray, William Hogg, J. T. Handsaker,



I. S. Burdette and Charles Boelk. The company will build an elevator.

C. J. Imholt has sold his grain and coal business at Parkersburg, Iowa, to T. J. Turner of Fonda, Iowa. George Nicklaus will have charge of the business.

The Home Elevator Company, recently incorporated at Stonega, a new station near Webster City, Iowa, will erect a 25,000-bushel elevator, costing \$4,950. The house will have ten bins.

A farmers' elevator company is being organized at Calamus, Iowa, and \$7,000 will be expended for the construction of an elevator. John Eden, Aaron Johnson, Emil Christiansen, C. N. Patterson and others are interested in the project.

John H. Barlow of the Northwestern Elevator Company will remodel and enlarge his elevator at Eldora, Iowa. The height will be increased ten feet, and when completed the house will have a capacity of 10,000 bushels. New equipment will be installed.

The Iowa Elevator Company is the name of a new grain corporation, capitalized at \$100,000, having headquarters at Council Bluffs, Iowa. The board of directors consists of George C. Johnson, Halsey Odell, J. B. Adams, Louis Obyer, J. M. Campbell and F. M. McCauley.

## OHIO, INDIANA AND MICHIGAN

The Brighton Elevator Company at Brighton, Ohio, has been dissolved.

Stieffel & Levy are installing improvements in their elevator at Albion, Ind.

The elevator at Wellsboro, Ind., may be enlarged and the capacity increased to 100,000 bushels.

James Hewitt has taken over the grain and feed business of R. F. Morgan at Ashtabula, Ohio.

The Pere Marquette Railway will build a spur track to the new Farmers' Elevator at Elkton, Mich.

Cruikshank & Bennett have sold their elevator at Hoytville, Ohio, to the Farmers' Co-operative Association.

Aungst Bros. have taken over the Lipe Elevator at Fayette, Ohio, and William Leist has been placed in charge.

Fox & Hess are remodeling and enlarging their elevator at Coldwater, Ohio. New equipment will be installed.

The Farmers' and Gleaners' Elevator Company has prepared plans for the erection of an elevator at Middleton, Mich.

The Ward Grain Company has changed its location from Lima to Fostoria, Ohio. A. T. Ward is president of the company.

F. D. Brandt has sold a half-interest in his elevator at Van Wert, Ohio, to Ira Gilliland, and the new firm will operate as Brandt & Gilliland.

The King Grain Company, capitalized at \$10,000, has been incorporated at Wabash, Ind., and the directors are A. W. King, Jr., F. I. King and M. King.

The Farmers' Elevator Company has purchased the elevator of G. S. Young & Son at Pewamo, Mich. Possession was given May 1, when Joseph Bower took charge as manager.

At the recent annual meeting of the Farmers' Grain & Milling Company at Coldwater, Ohio, the following directors were elected: Peter Miller, Henry Schmackers, Wm. Behrens and Henry Stachler.

T. P. Kellogg and W. F. McCann, of Norwalk, Ohio, have purchased the Close & Peeks Elevator at Wakeman, Ohio. It is reported that a stock company will be formed to enlarge and operate the plant.

The Nathan Grain Company of Fort Wayne, Ind., has purchased the elevator of Carmer & Reasoner at St. Joe, Ind. The firm will also conduct a coal and wool business. B. F. Treman will have charge of the business.

The Farmers' Elevator Company of Elmore, Ohio, held its annual meeting recently and elected the following officers: George Clay, president; John Hass, vice-president; Dr. S. T. Dromgold, secretary, and William Kinsting, treasurer.

The stockholders of the Bowden-Snyder Company, dealers in hay, grain, flour and farming implements at Mansfield, Ohio, will hold a meeting on June 10, for the purpose of dissolving the company. The company's place of business was destroyed by fire some time ago. Sherman Bowden has purchased the interests of the other stockholders and will engage in the wholesale grain, hay and flour business.

E. T. Cusenbolder and V. E. Chambers of Sidney, Ohio, and J. C. Cusenbolder of Lima, Ohio, have opened a wholesale business in grain and seeds at Sidney. E. T. Cusenbolder has retired from the grain firm of J. E. Wells & Co., with which he has been since its organization, and Mr. Chambers retires from the same company with which he has been employed for about ten years. J. C. Cusenbolder has retired from the Ward Grain Company

of Lima, Ohio, having sold his interest to Lawrence Kraft, of Sidney.

C. E. Sears & Co., who are constructing a large corn mill at Circleville, Ohio, will build an elevator on the H. M. Crites farm near that place. The company is also making arrangements to establish buying and loading stations at Atlanta, New Holland, Ashville, Lockbourne and Canal Winchester, Ohio.

The Breckenridge Farmers' Elevator Company has been organized at Breckenridge, Mich., with \$17,000 capital stock subscribed. The officers of the company are: President, A. L. Giles; vice-president, F. A. Sexton; secretary, B. L. Case, and treasurer, J. S. Doyle. Construction work on an elevator will begin at once.

## MISSOURI, KANSAS AND NEBRASKA

Dick Thomas will erect a 14,000-bushel elevator at Osborne, Kan.

Crabill & Brauer will erect a concrete elevator and warehouse at Sidney, Neb.

Haney Bros., grain and seed merchants at Topeka, Kan., are planning to erect a warehouse.

The Farmers' Union of Ames, Neb., contemplates purchasing the elevator of Johnson & Graham.

The Millers Grain Company has purchased an elevator at Ashland, Kan., from W. H. Peters.

The Western Grain Company plans to rebuild the elevator at Arnold, Neb., recently destroyed by fire.

The Pacific Elevator Company will dismantle its old elevator at Turon, Kan., and construct a new one.

C. E. Gaunt is rebuilding the West Side Elevator at Wichita, Kan., which was destroyed by fire recently.

The Farmers' Coal, Grain and Lumber Company of Wymore, Neb., is contemplating the erection of an elevator.

Edw. T. Robbins of St. Charles, Mo., is planning to build a 2,000-bushel elevator on the Missouri, Kansas & Texas Railroad.

The La Crosse Milling and Grain Company has been organized at La Crosse, Kan., by Henry Fose, Fred Fose and J. W. Anderson.

The Industrial Department of the Chicago, Milwaukee & St. Paul Railway Company reports openings for elevators at Laredo and Ludlow, Mo.

F. E. Peckham, who has been doing a grain and feed business in Chicago, has removed to St. Louis, Mo., where he will conduct a similar business.

The Iuka Farmers' Elevator Company has leased its plant at Iuka, Kan., to Clark Bros., for another year, and a dividend of 20 per cent has been declared.

The W. D. Gwin Grain and Coal Company of Lawrence, Kan., has purchased the North Lawrence Elevator and Produce Company from the Kreeck Grain Company.

The Van Wickle Grain and Lumber Company of Springbranch, Neb., is building a flour storage house in conjunction with its elevator and will make the town a distributing point.

W. H. Sherrick & Co., of Centerville, Mo., are building a new elevator and the equipment has been secured from the Great Western Manufacturing Company of Leavenworth, Kan.

The O. K. Grain Company of Durham, Kan., has sold its plant to L. A. Adler of Goddard, Kan. Mr. Adler also recently purchased the elevator at Haviland, Kan., from the Miller Grain Company.

G. H. Welch, who has been associated with the Stafford County Farmers' Elevator Company at Stafford, Kan., has purchased an interest in the feed mill of Anderson & Shallenberger at Larned, Kan.

The Pawnee County Grain and Supply Company of Larned, Kan., has purchased the elevator and business of Hill & Cheers. This gives the company 17,000 bushels additional storage, making a total of 55,000 bushels.

W. L. Scott, grain dealer at Wichita, Kan., has purchased the plant of the Stafford Elevator & Grain Company at Stafford, Kan. Mr. Scott plans to operate a line of houses in Kansas with headquarters at Wichita.

A charter has been granted the Wichita Terminal Elevators Company, capitalized at \$250,000, of which \$50,000 is common stock and \$200,000 preferred stock. The common stock is held by the directors of the company, C. L. Davidson, C. W. Southward, L. W. Clapp, Charles H. Hatton, A. S. Parks, C. H. Smyth, Harvey D. Grace, R. L. Holmes and Paul Noble. The Wichita Board of Trade will take about \$50,000 worth of the preferred stock. The company has secured 25 acres of land adjoining the Union Stock Yards at Wichita, Kan., and construction work on a 1,000,000-bushel elevator will begin as soon as the company has disposed of its stock. The house will be of concrete construction and will have a ca-

capacity of 900,000 bushels and small bins in the handling house will hold 100,000 bushels. About \$200,000 will be expended on the building and \$50,000 will be used for purchasing land and trackage.

The Farmers' Elevator & Supply Company has been incorporated at Clearwater, Kan., with a capital stock of \$5,000. The incorporators are J. H. Tjarden, O. M. Rosencrans, S. N. Bloomfield, Josiah Cobb and Worth Chambers.

A charter has been granted to the Farmers' Grain & Supply Company of Gray, Kan. The capital stock is \$10,000 and the incorporators are F. D. Lowery, E. E. Frizell and L. J. Huling of Larned, Kan.; J. A. Eakin of Burdett, Kan., and J. J. Vetty of Houston.

The Plant Cereal Development Company has been incorporated at St. Louis, Mo., with a capital stock of \$10,000, by William Grafeman, George C. Dyer, Theodore Lange and S. J. Davis. The company will deal in all kinds of grain and plants, and will manufacture cereal products.

The Rumely Products Company of Chicago has awarded a contract for the erection of a warehouse at Wichita, Kan., costing \$125,000. A. F. Jones, president of the Independent Grain Company of Wichita, is interested in the project and part of the building will be used by his firm.

The Wellsford Grain Company has been incorporated at Wellsford, Kan., with a capital stock of \$10,000. The incorporators are J. W. Ray and W. H. Dellinger of Haviland, Kan.; E. C. James, E. D. Kinney and R. A. Dowell of Wellsford.

The Farmers' Union of Plainville, Kan., has awarded a contract for the erection of a 50,000-bushel elevator, 34x36 feet in size and 87 feet high. It will be equipped with a 25-horsepower oil engine, cleaner, feed mill, car puller, man lift, etc. A warehouse, 18x40 feet in size, and a detached office will also be constructed.

## SOUTHERN AND SOUTHWESTERN

A new elevator is under construction at Alva, Okla.

J. M. Shorndon is building a new elevator at Ponca City, Okla.

The Star Mill of Hennessy, Okla., may build a 30,000-bushel elevator.

Philip N. Stern is planning to build an elevator at Fredericksburg, Va.

The Lake Charles Grain Company will build a mill at Lake Charles, La.

The Oklahoma City Mill and Elevator Company will erect an elevator at Cordell, Okla.

J. L. Tipton has secured a site at Bartlesville, Okla., on which he will build an elevator.

Col. J. B. Way is building a grain and hay warehouse at Hinesville, Ga., 40x80 feet in size.

Plans are under way for the construction of an elevator and feed mill at Baton Rouge, La.

The Iola Grain Company has leased the lower floor of the new Masonic Hall at Iola, Texas.

Otto Berger, recently adjudged a bankrupt, has closed his grain business at Albuquerque, N. M.

The Santa Fe Elevator Company of Kansas has surrendered its charter to do business in Texas.

The Blackwell Mill of Blackwell, Okla., is remodeling and enlarging three of its country elevators.

The Farmers' Elevator at Waco, Texas, has been razed and a new house will be erected in its place.

A concrete engine house has been constructed for the Farmers' Elevator Company at Murdock, Fla.

Gano & Smith will rebuild the elevator, mill and warehouse recently destroyed by fire at Georgetown, Ky.

The Dublin Grain and Provision Company has been organized at Dublin, Ga., by D. L. Emerson and J. R. Folsom.

The Norman Milling & Grain Company, Norman, Okla., is building new coal sheds and other improvements are contemplated.

Robbers pried open the safe in the office of the Garber Mill & Elevator Company at Garber, Okla., on April 24, and secured about \$30.

J. M. Thompson and Charles P. Coughenour have purchased the grain and feed store at Salisbury, N. C., formerly owned by the late R. B. Thompson.

W. H. Hardage has sold his interest in the Durant Grain Company, Durant, Okla., to W. T. Worthey of Terrell, Texas. Mr. Hardage will continue as manager of the plant.

The Port Arthur Grain Company of Port Arthur, Texas, is building a frame building, 50x150 feet in size, on a concrete foundation. The house will be used for storing feed.

The Farmers' Coal, Grain and Elevator Company has been incorporated at Woodward, Okla., with a capital stock of \$5,000. The incorporators are I. J. David, George A. Stewart, J. I. Carpenter, D. F.



May 15, 1913.

Thacker, Wm. A. Campbell, W. R. Smith and J. H. Hamilton.

The City Flour and Grain Company has been incorporated at Spartanburg, S. C., with a capital stock of \$6,000. W. B. Harrison is president and Hettie M. Sloan is secretary-treasurer.

The Volney Moore Grain Company of Stecker, Okla., has contracted with the Great Western Manufacturing Company of Leavenworth, Kan., for the machinery for its elevator and feed mill.

The Katy Mill and Elevator Company of Caddo, Okla., and the McAlester Mill and Elevator at McAlester, Okla., have merged and the company has also taken over the warehouses and storage plants at Kiowa and Vinita, Okla.

A charter has been granted to the Chalfont-Nelson Grain Company of Clinton, Okla. The capital stock is \$25,000, and the officers are: J. D. Chalfont, president; F. W. Nelson, secretary, and R. E. Nelson, manager. The company will repair its elevator.

## WESTERN

It is reported that the farmers around Krupp, Wash., will build an elevator.

Farmers in the vicinity of Espanola, Wash., have decided to organize an elevator company to handle grain in the bulk.

The Farmers' Warehouse & Elevator Company has been incorporated at Cambridge, Idaho, with a capital stock of \$50,000.

The Farmers' Union Grain and Supply Company of Latah, Wash., is building a new warehouse to replace the one which collapsed under a weight of snow last winter.

The Western Grain and Seed Company of Pasco, Wash., has increased its warehouse facilities by leasing the warehouse formerly used by the Columbia Produce Company.

The Farmers' Elevator Company has been incorporated at East Fairview (R. F. D. from Fairview), Mont., with a capital stock of \$10,000. The incorporators are A. F. Nohle, Robert Flynn and L. P. Lanouette.

C. R. McClave of the Montana Flouring Mills Company has been looking over Grassrange, Mont., with a view to the erection of an elevator, and stated that his company would erect a house to handle this year's crop.

The Farmers' Union is planning the construction of elevators at Grangeville and Fenn, Idaho, each having a capacity of 110,000 bushels. At each point a tank of 50,000 bushels' capacity and two of 30,000 bushels' capacity will be installed.

Balfour, Guthrie & Co., grain exporters of Portland, Ore., will erect a reinforced concrete building, costing about \$50,000. The structure will have two stories at present, but the foundation will be constructed to carry 12 additional stories.

The Whetstone-Turner Warehouse Company has awarded a contract for the erection of a 120,000-bushel elevator at Turner, Wash., costing \$10,000. The Pacific Power & Light Company has contracted to furnish the power to operate the elevator.

The Industrial Department of the Chicago, Milwaukee & St. Paul Railway Company reports openings for elevators at the following places: Cœur d'Alene, Idaho, and Carterville, Drummond, Ingomar, Ismay, Jefferson Island, Martinsdale, Melstone, Musselshell, Saugus and Westmore, Mont.

The Beaverhead Elevator Company has been incorporated at Dillon, Mont., with a capital stock of \$25,000. The incorporators are Craig Cornell, W. A. Jones, J. H. Gilbert, George Edinger, Theo. Nelson and Frank A. Hazelbaker, of Dillon, and E. B. Roe of Redrock, Mont. The company will conduct a general grain, seed and milling business. Construction work on the buildings will begin at once.

## THE DAKOTAS

George Pfutzenreiter has purchased the Sleepy Eye Elevator at Houghton, S. D.

Herman Goehl has awarded the contract for the erection of an elevator at Berlin, N. D.

Farmers in the neighborhood of Fonda, N. D., have been planning to build an elevator.

A farmers' elevator company is being organized at Harlow (R. F. D. from Brinsmade), N. D.

Herman Goehl will erect an elevator on the site of the former Farmers' Elevator at La Moure, N. D.

Farmers in the vicinity of Watrous, N. D., are interested in the organization of a company to erect an elevator.

The Farmers' Elevator Company at Fairdale, N. D., will equip its house with two Hall Automatic Shaft Ratchets.

Nineteen local managers of the elevators of the St. Anthony & Dakota Elevator Company from western North Dakota and eastern Montana met with the officers of the company at Minot, N. D., for their district annual convention during the latter

part of April. The meeting closed with a banquet. The company is holding a series of similar meetings throughout the territory it covers.

The Putney Farmers' Elevator Company, recently organized at Putney, N. D., has purchased the St. Anthony Elevator.

The Woods Farmers' Elevator Company, Woods, N. D., will dismantle its old house and build a new 50,000-bushel elevator.

The Great Northern Railway has ordered the removal of three elevators at Stanley, N. D., to make way for new side tracks.

The Farmers' Co-operative Elevator Company of Valley City, N. D., has awarded a contract for the construction of a 15,000-bushel annex.

The Farmers' Elevator Company at Chaffee, N. D., has built a new foundation under its elevator and other improvements have been installed.

The Farmers' Equity Elevator Company is being organized at Sheldon, N. D., and will either build an elevator or purchase one of the old line houses.

The Powers Elevator Company has purchased the Occident Elevator at La Moure, N. D., and it is being removed to the foundation of the house that was burned.

The Ferney Farmers' Elevator Company will be reorganized at Ferney, S. D. The company was formed about two years ago, but the proposition was abandoned owing to a crop failure.

The Adams Farmers' Elevator Company has been incorporated at Adams, N. D., with a capital stock of \$25,000. The incorporators are K. P. Levang, L. C. Thompson and G. N. Vigen. One of the local elevators will probably be purchased.

The Industrial Department of the Chicago, Milwaukee & St. Paul Railway Company reports openings for elevators at the following places: Bentley, Bucyrus, Gascoyne, New England, Regent, Scranton and Shields, N. D., and Creston, Farmingdale, Murdo Mackenzie, Okaton, Rapid City, Scenic and Weta, S. D.

The Galchutt Farmers' Elevator Company has been incorporated at Galchutt, N. D., with a capital stock of \$25,000. The board of directors is composed of the following: Olaf P. Johnson, Wahpeton, N. D.; E. Peterson, Galchutt; J. M. Kelgare, Galchutt; Ingeberg Flaa, Colfax, N. D.; Hans Rasmussen, Colfax; D. T. Hamer and P. Larson, Dwight, N. D. The company owns and operates an elevator at Galchutt.

## CANADIAN

Dawson, McEwen & Co. of Melfort, Sask., will build an elevator at Raleigh, Sask.

S. M. Colquhoun has opened a flour and feed warehouse at Maple Creek, Sask.

The Verwood Grain and Supply Company has commenced business at Verwood, Sask.

The Ogilvie Flour Mills Company, Ltd., contemplates the erection of an elevator at Irvine, Alta.

It is reported that the Alberta Pacific Elevator Company, Ltd., will build several elevators in Alberta this summer.

It is reported that Macleod, Alta., will represent to the Dominion Grain Commissioners its claims as the site of an interior terminal elevator.

The McNab Milling Company of Humboldt and Saskatoon, Sask., will build an elevator in connection with its new milling plant at Humboldt.

The Grain Growers' Grain Company, Ltd., has contracted with the Rapid City Milling Company of Rapid City, Man., for its entire output of flour and feed.

E. J. Fream, vice-president of the Grain Growers' Grain Company of Winnipeg and Calgary, is considering the location of a terminal elevator at Vancouver, B. C.

Frank Ashmore, who has been manager of the Western Canada Elevator at Grandview, Man., has gone to Giroux, Man., where he will be engaged with the company this summer.

David Plewes, former manager of the Montreal office of the Maple Leaf Milling Company, Ltd., has returned to Toronto, Ont., to become manager for James Richardson & Sons, grain merchants.

Representatives from the Board of Trade and City Council of Brandon, Man., will lay before the Dominion Grain Commissioners a petition for a larger interior terminal elevator than was previously asked.

The Canadian Northern Railroad contemplates the erection of six new elevators between Port Arthur, Ont., and Winnipeg, Man., and another series between Edmonton, Alta., and Winnipeg, in anticipation of the completion of the line to Montreal.

In anticipation of the opening of the Panama Canal, the Grand Trunk Pacific Railroad is preparing plans for the erection of a 10,000,000-bushel elevator at Prince Rupert, B. C., the western terminus of the railroad, according to an announcement of

J. E. Dalrymple, third vice-president of the Grand Trunk System.

Davidson & Smith, who maintain grain interests at Fort William and Port Arthur, Ont., have announced that they will erect a large elevator and milling plant at Coquitlam, B. C., as soon as the Canadian Government adopts the recommendation of the grain commissioners to erect Government terminal elevators on the Pacific Coast.

Excavation work has commenced on the site of the new addition to the Canadian Pacific Railway's elevator "D" at Fort William, Ont. Eleven thousand piles will be used in the construction. The new concrete bins will be built ten square, making a total of 100 new bins with a capacity of 4,000,000 bushels. The total capacity of the completed elevator will be 7,604,500 bushels and the area covered by the house will be 325x295 feet.

[Special Correspondence.]

## GRAIN NEWS FROM TOLEDO

By E. F. BAKER.

There continues to be but a light movement on Toledo markets. It is believed that there is considerable grain being held in this section in first hands but farmers are now too busy planting to get their produce to market beside which there is a tendency to hold for higher prices. Such corn as is finding its way into the market is of good quality. The new wheat is looking fine and is said to be in better shape than for years past. Corn is now being planted and a full acreage is being put in. A good oats acreage was also planted in this section and thus far is in good shape although rain is badly needed in northwestern Ohio, also in Indiana and Illinois. People in this section are just recovering in a measure from the recent floods which inundated fields and strewn them with rubbish of all kinds. Secretary A. P. Sandles of the State Board of Agriculture, basing his opinion on reports of correspondents from practically every township in the state, estimates the flood loss to farmers at sixteen million dollars.

It is estimated that \$3,300,000 worth of soil was washed away and that \$320,000 worth of corn in the crib was destroyed. The wheat crop suffered a loss of about seven per cent, based on the 1912 acreage. Notwithstanding this the prospects for a good wheat yield are excellent, according to Secretary Sandles, growing conditions being much better than they were a year ago. It is believed that the wheat crop will exceed that of 1912 by at least 15,000,000 bushels, the supposition being based on present conditions. Oats suffered a three per cent loss on account of the floods, and rye five per cent. Corn will eventually be benefited by the inundation, as the rich deposit left in many fields makes the finest kind of fertilizer.

Receipts and shipments of grain have been light on the Toledo Produce Exchange for the past month. Water receipts have begun, a cargo of more than 100,000 bushels of wheat having come in from Duluth last week at the C. H. & D. elevator and a cargo of 91,000 bushels for the same elevator being expected here within a day or two. The first cargo of flax seed from Duluth arrived in Toledo April 28, on the steamer Castalia which had a several-days' battle with fields of ice off Duluth and in the Straits of Mackinac. This cargo consisted of 150,000 bushels and was billed to the Metzger Seed and Oil Company. The cargo was discharged at the East Side Iron Elevator's plant.

It is the proud claim that Toledo leads the world in clover seed and there has been some improvement in the call for new crop futures resulting in small gains. Cash prime sold and closed today at \$13.85. Wheat closed at \$1.07½, away above the Chicago quotations. May is quoted at \$1.07½; July .91½; Sept. .91½. Cash corn is quoted at 57½ and cash oats at .39. Cash Alsike is \$13.60.

Receipts for the past week at Toledo were: Wheat 142,000 bushels; corn, 60,000 bushels; oats 44,800 bushels. Shipments amounted to: Wheat, 123,000 bushels; corn, 73,400 bushels; oats, 69,300 bushels.

\* \* \*

The announcement that the Pennsylvania Railroad Company has made arrangements to establish the eastern terminus of the Vandalia railroad in Toledo is of vital importance to Toledo grain shippers and the news was hailed with delight. This line furnishes an outlet to the rich section of Indiana, west and northwest of Ft. Wayne, which has been very difficult to develop owing to poor transportation facilities. All western shipments have been greatly delayed owing to congestion at Fort Wayne which is almost constant. President Padlock of the Toledo Produce Exchange in speaking of the new terminus said: "Toledo grain dealers will welcome the entrance of the Vandalia railroad into Toledo. It will mean at least 4,000 more cars of grain yearly through this city. The Pennsylvania has been at this problem for a number of years. The officials have finally heard and acted on the pleadings of Toledo grain men. The Vandalia



into Toledo will open this market to one of the richest grain sections of the country. We will draw from southern and western Illinois, direct, also from the north and south of Indiana and besides will have direct connections west of St. Louis, Peoria and Chicago. It will open to us rich wheat, corn and oats country."

\* \* \*

An appropriation close to \$20,000 to place Toledo's shipping privileges on a parity with those of Chicago or any other railroad center is included in plans of an auxiliary committee appointed by local shippers to act in conjunction with the transportation committee of the Commerce Club. Following are the members: F. O. Paddock, W. H. George, L. Freeman, Mark Mennel, C. A. Mauk, S. O. Richardson Jr., J. W. Koehman, D. A. Yoder, C. W. Eggers, E. D. Ryan, Claude L. Lewis, John B. Merrell, W. H. Standart, Charles Fielbach, H. M. Elliott, W. A. Howell, G. M. Mather, Henry Theobald, James Cummings, H. W. Robison, Harry C. Hassett, P. L. Van Alstyne, John W. Lewis Jr., Frank Baumgardner, Charles Luck, F. H. Steele, E. D. Cullen, and Charles E. Wallington. Shippers themselves will furnish the funds necessary to employ an expert transportation man as manager of the department and to meet the other expenses of the bureau.

\* \* \*

Prospects of a new through steamship route being established between Toledo and Lake Superior ports are bright, the Pt. Huron & Duluth Steamship Co. having made favorable communication upon the matter to the Commerce Club, which some time ago took up the matter with the steamship company. The company has been in communication with railroad lines entering Toledo and have assurances of co-operation in the movement of traffic and it is

believed that a nice business could be done through this port. The new line will have Duluth as its principal up-lake port and will carry both freight and passengers. The grain dealers of the city are especially interested in this movement and it was largely through their efforts that the matter was agitated by the Commerce Club.

\* \* \*

George G. Metzger, president of the Metzger Seed and Oil Co., has closed negotiations for the establishment of a flax mill at Moose Jaw. A new plant will be erected on recently acquired lands and the new mill it is stated will be entirely independent of the Toledo plant which secures most of its raw material from Minnesota and other northwestern states.

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Otto Weitzman of the Rosenbaum Grain Company has returned from a two months' trip abroad and was a recent visitor at the Toledo Produce Exchange.

\* \* \*

R. Boyd of Albert Dickinson & Co., of Chicago, recently visited the Toledo 'Change.

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The Farmers' Elevator Company, of Elmore, Ohio, at a recent meeting elected the following officers: President, George Clay; Vice-president, John Hass; Secretary, Dr. S. T. Dromgold, Treasurer, Will Kintsing.

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E. H. Culver, Chief Grain Inspector, expects to attend the Ohio and Indiana meeting at Cincinnati in June. Other prominent Toledo grain men will also attend this meeting and quite a number of Toledo dealers are planning to be present at the Tri-State meeting at Lima next week.

due to such erroneous impressions. I am quite sure that one weighman can take care of more large hopper scales, if properly installed, than he can care for automatic machines, and with better results, although automatic weighing devices have their advantages under certain conditions, provided, of course, they are properly located, and carefully and intelligently cared for and operated.

Yours truly,  
Chicago, Ill.

A. E. SCHUYLER.

### "PUTS" AND "CALLS."

*Editor American Grain Trade:*—As an old time member of the Milwaukee Chamber of Commerce, an institution that has been wrongfully accused of being opposed to the repeal of the Anti-Put-and-Call Law by the Illinois legislature—from selfish motives of course, as throwing much of that class of business to the Milwaukee market—I can not sufficiently express my surprise at the violent opposition of John Hill, Jr., to the repeal of a law that never should have been enacted, and contains not one single element of justice or equity; a law that, beyond doubt, could have been repealed by the Supreme Court of the United States, except from the constitutional policy of the national government, not to interfere with state laws, especially those of the criminal code.

Mr. Hill has in his violent tirade pronounced this department of trading as the worst and most pernicious form of gambling, or words to that effect. This is a very radical and abusive statement to make of a part of the grain business that has been recognized as necessary and has been an important feature of the daily transactions of every other exchange in the country where grain is traded in for future delivery. No such unjust prohibitory enactment exists in any state but Illinois.

To speak of "puts" and "calls" is to talk Greek to one not understanding them, and by this class they are immediately condemned as some mysterious thimble-rigged game of chance in which the initiated corrals the unwary outsider. As a matter of fact they are solely and simply an optional contract, precisely of the nature as far as calls are concerned, of an option on real estate, where the purchaser pays a fixed price for the option of buying a piece of property within a certain time limit, a species of trading that has always been upheld by all courts.

The "put" is identical in principle, but is the reverse of the "call," being an option to sell property at a fixed price for a consideration, within a time limit. Both trades are an insurance to the buyer of them, whom it is well known has important and necessary use for them in his legitimate business, as can be easily shown to anyone interested enough to desire the facts. The seller of these privileges is the insurer, and necessarily has the capital sufficient to make his insurance good, or on any default would immediately lose his membership of his exchange, and would be out of business like any defunct insurance company.

Where, then, is the element in this business that constitutes the offense of gambling in any form? This indiscriminate charge of gambling as applied to nearly all forms of speculative trading in grain can only be fitly characterized as grossly insulting to everyone engaged in any or every department of this business so necessary to the marketing of the surplus of the great grain crops of our country, and ought to be a ground for criminal libel.

To emphasize these remarks, I will quote from Webster's Unabridged Dictionary, "Gamble—To play a game for money or other stakes;" "Speculation—A conclusion to which the mind arrives by speculation; theory, view, conjecture. Speculation is the agent for equalizing supply and demand, and rendering the fluctuations of price less sudden and abrupt than they would be otherwise;" also from Herbert Spencer, in part: "This teaches that meddling with commerce by prohibition and bounties is detrimental, and the law of equal freedom excludes them as wrong. That speculators should be allowed to operate on food markets as they see well, is an inference drawn by political economy; and by the fundamental principle of equity they are justified in doing this."

Yours truly,  
Milwaukee, Wis.

GEORGE W. SHEPARD.

More than 10,120,500 bushels of wheat have been exported from Galveston, Texas, since September 1, 1912, as compared with 56,000 bushels for the same period last year.

Engineers have recently been inspecting the layout of the northern Ontario country, before commencing plans for the Georgian Bay canal. This waterway will have a depth of 24 feet and will allow ocean-going vessels to reach inland points as far as Port Arthur.

A report issued on May 7 by the Canadian Board of Grain Commissioners showed that over twenty million bushels of grain have been shipped from the head of the lakes since the opening of navigation, with more than twenty-one million bushels remaining in the elevators.

## COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

### ILLINOIS ELEVATOR CHANGES HANDS

*Editor American Grain Trade:*—The W. H. Suffern Grain Company has purchased the J. W. Broadway & Co. elevator at Macon, Ill., and took possession on May 1. We will be represented there by B. M. Goodwin.

Yours truly,  
Decatur, Ill.

W. H. SUFFERN.

### INQUIRIES AND SALES RESULT FROM AD

*Editor American Grain Trade:*—We have had a great many inquiries and know that we made a number of sales directly from our advertisement in the "American Grain Trade." We assure you that when we have anything more to advertise we will take the matter up with you.

Yours truly, O. W. COX GRAIN COMPANY.  
Woodward, Okla.

### SUPPLY OF GOOD INFORMATION

*Editor American Grain Trade:*—Copy of the last issue of the "American Grain Trade" is received and I want to compliment you on the supply of good information contained therein. As usual you have filled your columns with interesting news and this journal should be on the desk of every grain and hay man in the country.

Yours truly, J. VINING TAYLOR.  
Winchester, Ind.

### NEW BARTLETT-FRAZIER ELEVATOR

*Editor American Grain Trade:*—The Bartlett-Frazier Company is erecting a 7,000-bushel cribbed elevator at Grinnell Siding, Ill. The erection is being done by Foreman Louis Richert. The Burrell Engineering and Construction Company of Chicago is furnishing the machinery and the Sykes Steel Roofing Company of Chicago is supplying the siding.

Yours truly,  
Chicago, Ill.

D. ORR,  
Superintendent.

### A CORRECTION

*Editor American Grain Trade:*—We notice in your issue of April 15, under Iowa items, an article stating that the Merchants Elevator Company of Minneapolis had taken over the Rothschild interests in the elevator at Blue Grass, Iowa. This is not exactly correct. The Interior Grain Company which, however, is composed of practically the same ownership as the Merchants Elevator Company, bought

the Rothschild elevator properties in Iowa, including the elevator at Blue Grass.

Yours truly,  
MERCHANTS ELEVATOR COMPANY,  
Minneapolis, Minn.

H. D. McCord, President.

### BUYS MILL AND ELEVATOR IN INDIANA

*Editor American Grain Trade:*—We have just bought the Keilman-Kimmet Mill and Elevator at Lowell and expect to operate it in connection with our other elevators, making a specialty of cornmeal, whole wheat and Graham flours, also corn chop and corn and oat chop.

Yours truly, C. E. NICHOLS & CO.  
Lowell, Ind.

### OPERATION OF AUTOMATIC SCALES

*Editor American Grain Trade:*—The papers read by various representatives of automatic scales before the meeting of grain dealers at Sioux City, Iowa, which recently appeared in the grain journals, were very interesting. Some of these talks were along practical lines, while others suggested claims of performance which are liable to prove disappointing to users of automatic weighing machines.

To secure satisfactory performance, automatic scales should not be placed in the cupolas of elevators unless a steady flow of grain can be assured, for intermittent feeding is not conducive to the best results.

Automatic weighing devices require even more attention during their operation than the ordinary scale. Any one who thinks he can set the compensator of one of these scales in ten seconds, and expect the machine to work right ahead without further watching or testing to see that the compensator is still correctly adjusted to the flowing grain, is liable to be displeased with the results secured.

Automatic scales are intended to be set so as to allow for the falling grain, and further adjustments should be made with any changing density of the running grain. It is obvious that any material variation in the amount of grain in the air when the device is ready to "trip" would affect the results, no matter on what principle the scale may be constructed. For example, since 25-pound oats occupy more space per bushel than oats testing 32 pounds or 38 pounds, the 25-pound oats would be higher in the hopper than the heavier oats, with a corresponding decrease in the column of grain that is in suspension.

In the writer's opinion it is not to the interests of automatic weighing devices for agents to give out the impression that their devices will take care of themselves without any watching or care during their operation. I am justified, I believe, in my conclusion that much of the inaccuracy that has occurred in weighing grain on automatic scales is



# HAY AND STRAW

Bair Bros., hay and feed dealers at Grand Ledge, Mich., have been succeeded by Bair & Watkins.

The Alfalfa Corporation of Virginia, High Gate, Va., is on the market for machines for grinding shell marl.

The Western Straw Products Company of Hutchinson, Kan., has begun the manufacture of strawboards.

F. L. Johnson of Shepherdstown, W. Va., is in the market for broom machinery and supplies, also for broom corn.

The cutting of alfalfa in California is progressing rapidly but dealers do not expect the baled product on the market until June 1.

The Watsessing Feed Company has been incorporated at Bloomfield, N. J., by Wm. J. Colclough and John Abel, to deal in hay, feed and grain.

It is reported that the Greater Des Moines Committee of Des Moines, Iowa, is promoting interest in the production of alfalfa throughout the state.

Oscar Farmer & Sons, feed dealers at Louisville, Ky., have returned to their establishment which they were forced to abandon during the recent flood.

According to the Union Hay Company of Minneapolis, Minn., no more hay is sold in Minneapolis today than 20 years ago, when the population was about half what it is now.

As a result of the flood in the Ohio River valley, Henry Fruechtenicht will raise his hay and grain establishment at Louisville, Ky., several feet, at an expenditure of several thousand dollars.

The Public Commission of Washington met with hay growers of that state at North Yakima, Wash., on April 19 and at Ellensburg, Wash., on April 28, to consider the readjustment of hay grades.

A charter has been granted to the Goodman-Murphy Hay Company of Phoenix, Ariz. The capital stock is \$25,000 and the incorporators are Stephen A. Goodman, George E. Morse and A. Stanwood Murphy.

D. P. Sammon, Inc., has been organized at Brooklyn, N. Y., with a capital stock of \$5,000, to deal in hay, straw, bran, oats, etc. The incorporators are D. P. Sammon, Sarah A. Sammon and James J. Kennedy.

Frank Slocum has organized the Slocum Wholesale Hay, Feed and Livestock Company at El Reno, Okla. Neil Waldo will manage the grain and feed department and Mr. Slocum will attend to the livestock department.

The Industrial Department of the Chicago, Milwaukee & St. Paul Railroad Company reports openings for hay buyers at the following places: Herick, Idaho; Belgrade, Drummond, Gold Creek, Ryegate and Willow Creek, Mont., and Thorp, Wash.

The Alfalfa Growers' Buying and Selling Company has been incorporated at Los Angeles, Cal., with a capital stock of \$25,000. The directors are J. B. Ceplon, T. J. English, C. E. Stinton, C. H. Coulson, J. E. Tissot, T. K. Temple and E. H. Daly.

The Prosperity Alfalfa Company, Inc., has been organized at Porterville, Cal., with a capital stock of \$50,000. The incorporators are S. W. Braley and J. B. Dennis of Ducor, Cal., W. J. Emery, H. C. Carr and J. A. Ulmer of Porterville.

The Yakima Farmers' Distributing Company has been organized at Yakima, Wash., with a capital stock of \$10,000, for the purpose of handling hay shipments from Yakima County. R. M. Johnson is president and George T. Hyatt of Toppenish, Wash., is secretary of the company.

## HAY AND STRAW IN BALTIMORE

Chas. England & Co., Baltimore, Md., report for week ending May 10: "There has been no change worthy of note in the hay market during the week. Receipts are light and the demand limited. Only a small percentage of the small receipts is desirable hay, and there is scarcely enough of this class of stock to supply local requirements. Common hay also damaged stock, is not wanted, and the scarcity of good hay does not help the sale of the poor stuff. The Government report, which was very favorable, states the condition of meadows on May 1st at 88.5, compared with 85.7 on May 1st, 1912, and a ten year average on May 1st of 88.5. The amount of hay remaining on farms May 1st is 10,828,000 tons, compared with 4,744,000 tons on May 1st, 1912. The report also shows the high condition of pastures, being 87.1 on May 1st, compared with 81.7 last year. The excellent pasture and large farm stocks indicate large receipts later on, especially should

the high condition of the growing crop not be impaired by dry weather this month."

## GRADING CANADIAN HAY AND STRAW

According to consular reports, the Associate Boards of Trade of Southern Alberta have devised a set of rules for grading hay and straw, which will be submitted to the farmers before requesting Government approval. This organization started a campaign for established rules last winter, to ensure inspection for hay and straw for the western provinces, for it was believed that the movement would lead to better prices for the farmer, as all parts of Alberta do not produce the same grade of hay.

Grain in this district has been subject to inspection and grading for many years, but there have been no official grades for hay. A collection of hay and straw has been graded according to experts and will be submitted to the Dominion Department of Agriculture at Ottawa for approval, after the farmers have considered the subject.

## RECEIPTS OF HAY AND STRAW AT PITTSBURGH

Pittsburgh, Pa.—Samuel Walton & Co., in their market letter of May 9, say: "The receipts of hay during the week have been rather light, yet there is no demand for anything but strictly No. 1 or extra good No. 2 timothy hay; lower grades of hay continue to be in liberal supply, more than is wanted and very difficult to move at any price. The receipts of oats straw have increased somewhat and the market is barely holding steady. There is a good demand for rye straw, Pennsylvania Lines delivery, only. The receipts of Indiana Prairie packing hay have increased, hence, the trade is now well supplied and the demand very light. The receipts of oats have not been so heavy, yet apparently sufficient arriving to meet the demand with the market appearing somewhat firmer today. Very little ear corn arriving, not near sufficient to meet the demand and prices are holding firm. We continue to have a very good demand for shelled corn; all arrivals being readily disposed of."

## THE COLOR OF ALFALFA

There seems to be a great demand for green alfalfa for feeding purposes and in commenting upon this a recent circular issued by the Kansas City Hay Dealers' Association states that more fat and protein is contained in alfalfa of a brown color or what is known as tobacco-cured hay.

In the Middle West where irrigation is not necessary, as in Kansas, Nebraska and Oklahoma, alfalfa, if cut when the plant is about one-half bloom and left in the windrow to dry will bleach before it becomes dry enough to stack. This bleached alfalfa if cut when the plant is about one-half bloom has color. On the other hand, place this alfalfa in the stack before it becomes perfectly dry and it will stack-burn, retaining its strength but losing its color, and color does not put on fat.

Alfalfa cut in this manner when about one-half bloom is hard to cure, the stem has all the natural strength in it and does not get woody, but is palatable to stock at all times. If the farmer is stacking this alfalfa for the market he will let it get into full bloom, and perhaps let the seed pod start to form, and by this time the strength has left the stem to form the seed leaving the stem dry and woody with a white hollow center. This alfalfa dries quickly without bleaching and goes into the stack dry, to come out dry, pretty green in color, but, with not the feeding qualities of the brown alfalfa, and with a far greater loss owing to stock not eating the dry stems.

A large feeder from Illinois last year stopped at a feeding point in the eastern part of the alfalfa belt of Nebraska, and examined the alfalfa and found it to be green as he wanted it to be. On examining some that the owner was saving for himself he found it to be brown in color, and when informed that this brown alfalfa was not for sale even at a higher figure, he began to think and ask questions with the consequence that he was converted from color to feed and today is shipping and feeding alfalfa that the average inexperienced feeder would refuse to unload were he to receive a car of such alfalfa. Sun bleached alfalfa is not good but do not be afraid of the brown tobacco color alfalfa. Hay a little musty does not hurt cows but will not do for horses. Cattle will eat alfalfa white with mould without any ill effects. Cows have been seen eating hay covered with mould with as much relish as they would the best fourth cutting.

There is at present from \$2 to \$4 difference be-

tween green and brown alfalfa hay and meal, but the time is short, as the wise feeder will want the feed rather than the color.

In California, it is said, alfalfa can be cured with a deep, green color and with a maximum amount of protein, but this is exceptional. On the rich bottom lands of that state, there are generally five crops of alfalfa harvested per season. California alfalfa and California alfalfa meal—both with a bright, green color, are giving very high results in many markets and as the stems of the alfalfa plants seem to be quite rich in protein and very palatable for both horses and cattle, it is found that there is no feeding loss.

## CONVENTION OF NATIONAL HAY ASSOCIATION

The program for the twentieth annual convention of the National Hay Association at Peoria, Ill., on June 24, 25 and 26 has nearly been completed. Among the speakers will be Governor Dunne of Illinois; E. T. Trefz, field secretary of the Chamber of Commerce of the United States; Prof. Cyril G. Hopkins, University of Illinois; H. F. Denig, traffic manager of the Pittsburgh Grain and Hay Exchange. The names of others, who will deliver addresses, will be announced later. Among them it is hoped to have Hon. Joseph G. Cannon, ex-speaker of the House of Representatives.

The entertainment features will include a reception for the ladies at the Hotel Jefferson on Tuesday, June 24; a boat ride on the Illinois River and Peoria Lake; an automobile trip through the park and boulevard system; banquet for the entire membership; musical entertainment and vaudeville, also a visit to the distilleries and cattle-feeding yards.

Peoria is an ideal convention city. It is located in the heart of the big agricultural section of the country. Furthermore the transportation facilities are excellent. Fourteen different railroads enter the city, making it very accessible from any point. Eleven of these railroads are parts of great trunk lines representing a trackage of 70,468 miles or 29 per cent of the entire mileage of the United States. The city can also be easily reached by the Illinois River, which is navigable for large vessels nine months in the year. The Illinois Traction Company with its hourly service, makes it convenient for delegates to the convention to come from points within 100 miles very easily, returning at any time the occasion requires.

There are a number of first class hotels and the total hotel accommodation is 50,000. A list of the hotels which have issued special rates for the convention will be sent to anyone upon request by Secretary J. Vining Taylor of Winchester, Ind.

The meeting this year promises to be of unusual interest as there will be a number of important discussions including revision of grades and arbitration rules. The date is earlier than last year and this should help to raise the attendance because the hay men can get home before harvest. It is expected that there will be from twelve hundred to fifteen hundred delegates in attendance. Besides the members of the National Hay Association, the following have been officially named as delegates by their respective Boards of Trade and grain associations:

CHICAGO BOARD OF TRADE—George S. Bridge, John G. Walters, John S. Simpson.

TOLEDO PRODUCE EXCHANGE—Raymond P. Lipe, Charles Rockwell, Henry D. Raddatz, William E. Tompkins.

FARMERS' GRAIN DEALERS' ASSOCIATION OF ILLINOIS—Thomas Lamb, Fred Walbaum, A. C. Rice, A. N. Steinhart, H. W. Danforth.

MILWAUKEE CHAMBER OF COMMERCE—T. M. Cocoran, A. G. Kneisler.

NEW YORK PRODUCE EXCHANGE—Charles J. Austin.

PEORIA BOARD OF TRADE—A. D. Campbell, Geo. A. Clark, J. H. Chisam, R. D. Clark, Geo. W. Cole, H. H. Dewey, Chas. H. Feltman, E. M. Jones, T. G. Jacobs, G. H. McHugh, G. M. Miles, Jos. C. Miles, Louis Mueller, J. A. Speers, E. W. Wilson, J. H. Ridge.

WICHITA BUSINESS ASSOCIATION—J. E. Davis, J. H. Turner, R. R. Bowers, E. Cox, F. W. Gunn, L. C. Huber, F. M. Johnson, J. L. Knight, E. N. Riley, E. N. Johnson, Fred Tanner.

SAVANNAH GRAIN EXCHANGE—Walter R. Davis, secretary.

LITTLE ROCK BOARD OF TRADE—Finley Darragh, C. C. Nothorn, S. P. Davis, Harry J. Blakeslee.

MEMPHIS MERCHANTS' EXCHANGE—J. J. Wade, S. T. Pease, Lux McFadden, S. F. Clark, W. M. Farabee, Lee D. Jones, W. D. Moon, H. J. Hasenwinkle.

NEW YORK STATE HAY DEALERS' ASSOCIATION—B. A. Dean, Willis Bullock, A. E. Bullard, Grant Cole, Fred M. Williams, H. S. Winslow.

It is estimated that over one million bushels of grain will be taken from Portland, Maine, during the month of May, by tramp steamers.

The report of State Chief Feed and Seed Inspector A. L. Garrison of Tennessee, shows that the feed and seed tax has netted the state \$23,607 during the past eighteen months. There has been tagged, stamped, and sold 156,848 tons of mixed feed.



## COURT DECISIONS

[Prepared especially for the "American Grain Trade," by J. L. Rosenberger, LL. B., of the Chicago Bar.]

CONSTRUCTION OF INSPECTION LAW AND  
CLASSIFICATION OF ELEVATORS

The Supreme Court of Kansas holds, in *State vs. Atchison, Topeka & Santa Fe Railway Company* (125 Pacific Reporter, 98) that the statute of that state expressly requires all grain going into or coming out of a public elevator to be inspected by officers of the state grain department. No such express requirement is made with regard to other grain, and upon a consideration of the entire act, inspection thereof is held not to be compulsory, the provisions of the statute with regard thereto being construed as referring to inspection made upon request of the owner.

There are obvious reasons for requiring an official inspection and weighing of grain, where it is to be mingled with other grain and thereafter bought and sold as a certain quantity out of a larger mass, that do not apply where its identity is to be preserved. In the one case the statute is mandatory by express declaration. In the other, it is so, if at all, only by inference. If there had been no purpose to make a distinction, equally explicit language would naturally have been used in each instance. While the legislature may, for public purposes, compel the owner to pay for the inspection of wheat which he intends to sell by sample, irrespective of grades, the power is so far an interference with the conduct of his business that the intention to exercise it ought to be evidenced by express words or by very clear implication. A purpose to enforce the inspection of grain while in the course of interstate traffic, because of its Kansas origin or destination, is likewise one not readily to be inferred from ambiguous language. The statute in some respects is penal, and for that reason should be subjected to a somewhat stricter construction than might otherwise be appropriate.

In order to be public, an elevator must be one in which grain is stored in bulk and which does business for a compensation. In addition to these attributes, if it also is one in which the grain of different owners is mixed together, it is a public elevator. An elevator in which the grain of different owners is kept entirely separate, but in which the grain of the same owner delivered at different times is mixed together, except where he directs otherwise, is not a "public elevator" within the meaning of a statute providing "that all elevators or warehouses located in this state in which grain is stored in bulk, and in which the grain of different owners is mixed together, or in which the grain is stored in such a manner that the identity of different lots or parcels cannot be accurately preserved, and doing business for a compensation, are hereby declared public warehouses."

The fact that the operator of an elevator reserves the right to mix the grain of different owners has the same effect in determining its public character as though the grain were actually mixed.

BROKERS HELD TO ACCOUNT FOR  
PROFITABLE MISTAKE

A firm engaged in the brokerage business on the Chicago Board of Trade, which had a branch office in Iowa, received an order to purchase for one of its Iowa customers 1,000 bushels of September wheat at a stated price. That order was immediately executed. Later in the day the customer ordered the purchase of another 1,000 bushels of September wheat, but in the transmission of the second order from the Iowa office to the Chicago office a mistake was made, and as the result of such mistake the firm purchased for the customer 10,000 bushels of September wheat, and telegraphic confirmation of the purchase of such amount was delivered to him on the same day. He took the contents of the telegraphic confirmation for granted, putting it into his pocket without reading it and not discovering the mistake until the next day. Neither did the firm nor its agent discover that any mistake had been made until the next day. Then the firm undertook to correct the mistake by selling the 10,000 bushels and repurchasing 1,000 bushels at the price of the previous day. The market, however, was then two or three cents higher than on the previous day and there was a substantial profit in the mistake.

The customer contended that when he discovered the mistake on the next day he ratified the purchase. Indeed, he thereupon instructed the firm to sell his "holdings," which order was executed the same day and telegraphic confirmation made, though he was credited with the sale of only 2,000 bushels and the profits thereon. He demanded an

accounting for the sale of the remaining 9,000 bushels and sued the firm therefor.

In affirming a judgment in his favor, the Supreme Court of Iowa says (136 Northwestern Reporter, 774) that, inasmuch as the firm had actually made a purchase on behalf of the customer of 10,000 bushels and reported the same to him accordingly, it rested with the customer in the first instance to ratify or to repudiate. If he failed to repudiate promptly, he would be deemed to have ratified and the contract would become binding upon him. It was not claimed, however, by the firm that there was any actual repudiation by the customer. The claim of the firm was that, immediately upon discovering the error it corrected the same of its own motion. If this correction had been made before customer had been notified of the purchase a different question would have been presented. If the correction when made had been reported to the customer, and he had acquiesced therein, a different question would also have been presented. But it did not appear from the record that there was any notification to him of a correction of the mistake before the order to sell his "holdings" was received and executed. The fact that the mistake was already profitable when first discovered by both parties was a circumstance in favor of the theory of ratification by the customer, and the jury was warranted in drawing some inference therefrom. The Court declared there was sufficient evidence to sustain a finding of ratification, by the jury. The firm's motion for a directed verdict was therefore overruled.

## PAYING DRAFT FOR GRAIN

A Missouri miller purchased a car load of kiln-dried corn for milling purposes from a party at Kansas City. The shipper then drew a sight draft to which he attached the bill of lading for the corn, and indorsed the draft to a trust company with which he deposited the same. The trust company then sent the draft with bill of lading attached to a local bank for collection. The draft was presented to the miller and paid by him, and the draft and bill of lading were then delivered to him by the bank. After that, the miller opened the car of corn, and upon inspection found that it was not kiln-dried corn such as he had ordered, and immediately notified the shipper that he would not accept the corn and demanded a return of the money he had paid. No demand for the return of the money was made upon the bank, but, instead, the miller brought suit by attachment against the shipper and summoned the bank as garnishee. The bank retained the money received on the draft until after service of garnishment and then refused to remit. In an action brought by the trust company against the bank, the Springfield (Mo.) Court of Appeals reversed a judgment rendered in favor of the shipper against the bank, directing that, instead, judgment be entered for the trust company against the bank, with interest.

The Court says (*Commerce Trust Co. vs. Bank of Willow Springs*, 143 Southwestern Reporter, 531) that the draft was indorsed to the trust company and it was, therefore, presumably its owner. The draft was sent by the trust company to the bank for collection. The miller on being notified that the draft was there, paid it with no reservation. This payment undoubtedly paid the draft and extinguished it. In that transaction the bank was the agent of the trust company and, when the money was paid to it, it received it as agent for the trust company, and, upon its receipt and the delivery by it to the miller of the draft and bill of lading, the relation of the bank and the miller ceased and the bank then had but one duty to perform, and that was to remit the money to the trust company for whom it had collected it. The miller had paid the money without imposing any restrictions and by doing so he cut himself off from any right to recall it. This the bank knew, and yet it did not remit the money to the trust company, but kept it until served with garnishment in the attachment proceeding, and then sought to step out and force the trust company to litigate with the miller its right to the money collected for the trust company. It may be well enough to note, in this connection, that there was no allegation of insolvency or any other fact pleaded to call for the interposition of a court of equity; but the right of the miller to appear as a party defendant in this case and the right of the bank to assume the position of an interpleader both depended upon the bare fact that, after discovering that the corn was not as ordered, the miller had the right to recall from the bank the payment he had made to it for the trust company,

and that by starting an attachment suit he had placed the bank in such a position that made it necessary for it to assume the role of an interpleader in order to protect itself.

The Court does not think so; but, on the contrary, it thinks it was the plain duty of the bank, as soon as the money was paid to it, to remit to the trust company. This the bank did not do, but retained the money until the miller could start an attachment suit and secure service of garnishment upon it. What length of time elapsed between the receipt of the money by the bank and the service of the garnishment did not appear; but necessarily some time would elapse, and it was clear that, when the money was paid by the miller to the bank, it was the duty of the bank to remit to the trust company. If the garnishment was served before the bank, in the ordinary course of business, had an opportunity to remit the money, it was incumbent upon the bank to show that fact, and, in the absence of a showing of that kind, it stood in court without any excuse for its failure to remit to the trust company the money collected for it. On the admitted facts the judgment should have been for the trust company. In so holding, however, the Court does not mean to be understood as passing upon any question relating to the right of the miller to recover from the shippers or the trust company the money that he paid to the bank for the trust company. All the Court holds in relation to that question is that he could not litigate that question in this case, but would be remitted to his separate action for that purpose.

## IMPLIED WARRANTY OF CORN SOLD FOR SEED

Where a seller of corn knows that it is purchased for seed, the Supreme Court of South Dakota holds, in *Totten vs. Stevenson* (135 Northwestern Reporter, 715) that, in the absence of an express contract to the contrary, the law implies a warranty of the fitness of the corn sold for the purpose for which it is bought; and the party seeking to recover damages for a breach of the contract in refusing to accept the corn has the burden of showing that the corn tendered in fulfillment of the contract filled the requirements of the implied warranty created by law. That is, he must show that the corn was reasonably fit for such purpose, unless it appeared that there was a contract wholly excluding the implied warranty.

Sylvanus L. Ricker, hay and grain dealer at Worcester, Mass., has filed a petition in bankruptcy, with liabilities at \$9,567 and assets \$6,003.

The Grand Jury of Montour County, Pa., has returned a bill in the case of William E. Slagle of Danville, Pa., who is charged with burning his hay, feed and implement business.

Charged with stealing \$600 worth of alfalfa from the feed store of Dwight E. Hamlin & Co., Pittsburgh, Pa., two employees of the company have been committed to jail for a further hearing.

Alleging that George Wetterhold failed to keep an agreement to trade his elevator property and business near Valley Center, Kan., to G. A. Rucker for a farm, the latter has brought suit against him for \$15,100.

Gay, Spears & Williams have filed suit against N. Fred Brent at Winchester, Ky., claiming that they bought a carload of grass seed from the defendant in July, 1906, at \$1.30 per bushel, to be delivered the following September, but at that time the price had advanced to \$1.68 and Brent declined to deliver. He maintains that the plaintiffs are a trust and that a contract with them is, therefore, illegal.

Charles Nicholson has brought suit against I. M. Luddington, incorporated, and George W. Beeman at Buffalo, N. Y., to recover \$3,500 for damages to a cargo of 8,000 bushels of hard wheat. The plaintiff claims that canal boats carrying the grain ran on a rock in the Erie Canal near Holley, N. Y., on August 9, 1911, when the defendants were doing contracting work on the waterway in the vicinity of the accident.

Arthur Richardson, former head of the Richardson Grain Company at St. Louis, Mo., pleaded guilty to a charge of forgery in the Circuit Court in that city last month and was sentenced to five years' imprisonment. Six indictments had been returned against him, but he pleaded guilty to one which charged him with forging a bill of lading on the Mobile & Ohio Railroad and the other indictments were dismissed.

The Kassuba Commission Company of Milwaukee, Wis., recently brought suit against Horace Blodgett for \$473. The plaintiff is alleged to have been commissioned to handle some grain for Blodgett, and following a rise in the market, the company closed out the trades at an alleged loss of \$726.25, which action, the company claimed was at the direction of the client. The court held it to be a gambling transaction and the plaintiff's complaint was dismissed. The Kassuba Commission Company has appealed the case.



## TRANSPORTATION

The Interstate Commerce Commission has been petitioned by the Missouri Pacific and connecting lines for authority to establish new rates on grain and grain products from points in Kansas, Nebraska and Colorado to all Texas points.

On May 8 and 9, the Washington State Public Service Commission heard complaints in Everett, Wash., involving freight rates charged by the Great Northern Railway Company for grain shipments from Mansfield, Wash., to Puget Sound points.

A committee from the Whitman County Federation of Commercial Clubs met with a representative of the Public Service Commission at Pullman, Wash., last month, to consider a readjustment of freight rates on grains and fruits for the eastern trade.

A representative of the Interstate Commerce Commission heard testimony at Billings, Mont., on May 12, concerning complaints that the Chicago, Burlington & Quincy Railroad has been charging excessive freight rates on grain from Montana points to eastern terminals.

The Interstate Commerce Commission ordered on April 19 that the Chicago, Burlington & Quincy Railroad maintain after June 1, wheat rates, via Billings from Spionkop, Hester and other points in Montana, not greater than the rates from those points to Minneapolis.

It is reported that the grain dealers of Texas will make a determined fight before the Railroad Commission to secure a readjustment of the rules governing stoppage-in-transit and milling-in-transit and to secure equal privileges with the millers, whom they claim have an advantage.

The Illinois Railroad and Warehouse Commission recently suspended the proposed increase in grain rates by the Santa Fe Railroad until July 31. A complaint involving the same rates is before the Interstate Commerce Commission and the state body will await the outcome of the Federal hearing.

D. B. Hanna, vice-president of the Canadian Northern Railway, is reported to have expressed the view that the West would be linked with the East by early winter, when the main line of that company will probably be complete and in a position to handle a considerable part of next winter's freight.

The hay growers of Kittitas County, Wash., met at Ellensburg in that county on April 26, to protest against the lowering of freight rates on hay from points in Montana to Seattle, and resolutions were sent to the Seattle Chamber of Commerce asking that body to help in securing the same reduction from points in Washington.

The Atlantic Elevator Company of Minneapolis, Minn., has filed a complaint with the Interstate Commerce Commission against the Minneapolis & St. Louis Railroad, alleging that the railroad company has exacted a charge for switching cars of grain from its line to other lines at competitive points in violation of the Interstate Commerce law.

The Interstate Commerce Commission has suspended the proposed increase on rates on wheat and corn by the Rock Island Railroad until August 13, pending investigation. The increase involved five cents a hundred pounds from Omaha and other Missouri River points to Wisconsin destinations, where the grain would be milled for shipment East.

In preparation for the completion of its lines east of Winnipeg, Man., in time to move the crop next fall, the Grand Trunk Pacific Railway will expend \$35,000,000 for new equipment, it is said. With 3,560 miles of main line and 5,000 miles of branch lines, plans have been made to purchase 30,000 box cars, 350 freight locomotives and 40 passenger locomotives.

B. H. Meyer of the Interstate Commerce Commission has been hearing testimony in regard to the complaint of the Chicago Board of Trade against the Atchison, Topeka and Santa Fe Railroad, alleging failure on the part of the railroad to apply a schedule of rates to and from Chicago on grain as it does on other commodities. A decision will be rendered later.

It is reported that railroads throughout the country are preparing to file a petition with the Interstate Commerce Commission for a general increase in freight rates. The railroad interests are said to be awaiting the report of the Arbitration Board, which is now considering the demands of firemen employed on fifty-four eastern roads, asking for an increase in pay. Should the firemen secure the desired increase, the railroads claim that their pay-rolls will be increased approximately \$9,600,000 a

year, which contention will be made a basis for the proposed increase in freight rates.

The new Fordville-Drake branch of the Soo Railroad, it is anticipated, will do a heavy grain business this year and the road is preparing for a busy season by adding 2,295 cars to its equipment.

The California Railroad Commission has granted the application of the railroads of that state to increase the minimum weight on hay in carloads to 24,000 pounds when loaded in cars from 40 to 50 feet in length, inside measurement. The Commission denied the application of the carriers to amend their rates on shipments of hay, straw, bean straw and cactus leaves.

A new tariff, effective May 7, has been agreed upon by the railroads which will facilitate the movement of grain to a great extent when business is congested at grain centers and cars are hard to find. It provides that in shipping grain that has been elevated in transit, wheat and corn may take any grade when shipped out, thus simplifying the matter of securing cars.

The Pennsylvania Company has completed arrangements for the extension of its branch line, the Vandalia, from Butler, Ind., to Toledo, Ohio. "The grain dealers of the Toledo Produce Exchange will welcome the entrance of the Vandalia Railroad into Toledo," remarked F. O. Paddock, president of the Exchange. "It will mean at least 4,000 more cars of grain yearly through this city."

The Canadian Pacific Railway's grain traffic from western provinces, has increased in recent years at such a rate as to make it a difficult problem to keep pace with track and rolling stock, the total grain

transported during the period of September 1 last to March 31, 1913, having been 131,125,000 bushels as compared with 106,391,000 for the same period the previous year.

## COMMISSION CONFIRMS CHICAGO GRAIN RATES

The Interstate Commerce Commission has rendered its decision in the case of the Chicago Board of Trade against the Illinois Central Railroad in which the plaintiff attacked freight rates on grain from Omaha to Chicago as compared with those from Omaha to New Orleans. The Commission holds that the restoration of former rates from Omaha to New Orleans removed any possible discrimination, and that the existing rates from Omaha to Chicago had not been proved unreasonable.

From the record in this case, the Interstate Commerce Commission declined to determine whether there was a proper relationship between the present Omaha-New Orleans grain rates and the Omaha-Chicago rates.

## MICHIGAN CENTRAL FINED

In the Federal Court at Indianapolis, Ind., recently, the Michigan Central Railroad was fined \$5,000 for granting unlawful concessions in rates to Chapin & Co., grain shippers of Milwaukee, Wis., and for falsely billing shipments. The railroad entered a plea of guilty to the two indictments against it, a fine of \$2,500 being the judgment in each case. The indictments contained fifteen counts. Chapin & Co., who operate a plant at Hammond, Ind., will stand trial later for receiving the alleged concessions.

The Michigan Central allowed the grain company rates lower than those in the published tariffs furnished the Interstate Commerce Commission and also, greater milling-in-transit privileges were granted. The shipments of Chapin & Co. were falsely billed in order to make the rates appear to conform to the tariffs of the company, the indictments setting forth that the points set out in the bills as the original points of shipment were not the true points of origin.

## CHANGES IN RATES

These changes in rates affecting grain and grain products are furnished to the "American Grain Trade" by the General Traffic Association, Inc., 715 Fourteenth Street, N. W., Washington, D. C. If any of our readers feel that the present rates or those which are about to become effective are unjust, excessive or discriminatory, this company has agreed to take care of such matters before the Interstate Commerce Commission, at only a nominal cost.

Since our last issue the following new tariffs have been filed with the Interstate Commerce Commission, naming rates on grain and grain products, etc., with the I. C. C. numbers, effective dates and rates in carload lots per hundred pounds, unless otherwise stated. (A) signifies advance and (R) means reduction.

MISSOURI PACIFIC.—I. C. C. No. A-2311, May 20. From Independence, Kansas City, St. Joseph, Mo., and Leavenworth, Atchison, Kan., to Sioux City, Iowa, wheat, 14¼ cents; corn, 14¼ cents; broom-corn, hemp seed, hungarian seed, 24 cents, and millet seed 16 cents; flax seed and cleanings from St. Paul, Minneapolis and Minnesota Transfer, Minn., and rate points to Fredonia, Kan., 15 cents.

Also, I. C. C. No. A-2305, May 4. Flour 22 cents, and cornmeal 21 cents, from Kansas City, Mo., Atchison, Leavenworth, Kan., St. Joseph, Mo., Nebraska City, Omaha, South Omaha, Neb., and Council Bluffs, Ia., to Newport News and Norfolk, Va. (when for export).

Also, I. C. C. No. A-2321, May 23. Corn 27½ cents; flour, 37½ cents, and wheat 32½ cents, east-bound rates between Denver, Colorado Springs, Pueblo, Trinidad, Colo., and rate points and Muskogee, Okla.

MINNEAPOLIS & ST. LOUIS.—Supplement to I. C. C. No. B-80, May 4. Wheat-flour from Minneapolis, Minnesota Transfer, St. Paul, Minn., (originating beyond or manufactured from grain originating beyond) to Aurora, Carthage, Mo., 21 cents; Ft. Scott, Kan., Harrisonville, Mo., 19 cents; (R) Joplin, Mo., 21 cents; Lamar, Liberal, 21 cents; (R) Nevada, Mo., 19 cents; (R) and Pittsburgh, Kan., 21 cents (A).

PERE MARQUETTE.—I. C. C. No. 3074, May 6. Flax waste from Port Huron, Mich., to Chicago, Ill., 10 cents; flax seed from Chicago, Ill., proper or proportionally when coming from beyond, also from Milwaukee, Manitowoc, and Kewaunee, Wis., (proportionally when coming from beyond) to Allegheny, Pa., 12 cents; Buffalo, N. Y., 12 cents; Cleveland, Ohio, 9½ cents; Dayton, Ohio, 6 cents; Pittsburgh, Pa., 12 cents; Toledo, Ohio, 7½ cents; from

Milwaukee, Manitowoc, and Kewaunee, Wis., (proper) to Allegheny, Pa., 14 cents; Buffalo, N. Y., 12 cents; Cleveland, Ohio, 11½ cents; Dayton, Ohio, 8 cents; Pittsburgh, Pa., 14 cents, and Toledo, Ohio, 9½ cents.

CHICAGO, T. H. & S. E.—I. C. C. No. 164, May 6. Flax seed from Chicago, Ill., and Moline, Transfer, Ill., to Cleveland, Ohio, 9½ cents; Dayton, Ohio, 6 cents; Fort Wayne, Ind., 4½ cents; South Bend, Ind., 4½ cents, and Toledo, Ohio, 7½ cents (R).

Also, I. C. C. No. 165, May 25. Corn "no grade" from Chicago, Ill., to Terre Haute, Ind., 4½ cents.

MINNEAPOLIS & ST. LOUIS.—Supplement 10 to I. C. C. No. B-47, May 24. Flour in lots from Burlington, Iowa, to Monmouth, Ill., 6.8 cents; Seaton, Ill., 6.8 cents (R).

C. E. FULTON, AGENT FOR SANTA FE, CHICAGO, BURLINGTON & QUINCY, ETC.—Supplement 11 to I. C. C. No. A-82, May 15. Barley, buckwheat, corn, kaffir corn, popcorn, milo maize, oats, rye, speltz and wheat from Milwaukee, Wis., proper, 12 cents; Chicago, Ill., 10 cents, and from Indianapolis, Ind., 6 cents; to Brookport, Cairo, Ill., Cincinnati, Ohio, Jeffersonville, Ind., New Albany, Ind., Thebes, Ill., and other Ohio and Mississippi River Crossings (destined to Ala., Fla., Ga., Ky., Miss., N. C., S. C., Tenn. and Va. points).

CHICAGO, ROCK ISLAND & PACIFIC.—Supplement 10 to I. C. C. No. C-9387. Wheat, 10 cents, and barley, corn, oats and rye 9 cents, to Elwood and Wathena, Kan.; from Council Bluffs, Iowa, Omaha and South Omaha, Neb., in connection with through shipments not covered by through rates and as re-shipping rates (including products manufactured at above-named points) where inbound shipments are received at points named over rail lines, effective April 12. (18A-R56) (R).

Wheat 25 cents and corn 23 cents, to Devol, Grandfield, Loveland, Hollister, Frederick, Tipton, and Humphreys, Okla., from Kansas City, St. Joseph, Mo., Atchison, Leavenworth, and Armourdale (Kansas City), Kan.; (applies in connection with through shipments not covered by through rates and as re-shipping rates, including products manufactured at above-named points where inbound shipments are received at points named over rail lines), effective May 13.

Also, Supplement 14 to I. C. C. No. C-9121, May 19. Flour from Atchison, Kan., Kansas City, Mo., Leavenworth, Kan., and St. Joseph, Mo., to Sioux City, Iowa, 14¼ cents.

Also, I. C. C. No. C-9476, May 10. Flour and mill-



stuffs from St. Paul, Minneapolis and Minnesota Transfer, Minn., to Fort Smith and Van Buren, Ark., 28 cents; mill feed, from Davenport, Muscatine and Cedar Rapids, Iowa, to Fort Smith, Ark., Texarkana, Ark.-Texas, 22 cents; oatmeal from Davenport, Muscatine, and Cedar Rapids, Iowa, to Fort Smith, Ark., 22 cents, and to Texarkana, Ark.-Texas, 24½ cents.

Also, Supplement 6 to I. C. C. No. C-9325, May 29. Flour from Atchison, Kan., Council Bluffs, Iowa, Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., to Cincinnati, Ohio, 17 cents; Indianapolis, Ind., 16½ cents; Jeffersonville, Ind., 17 cents; LaFayette, Ind., 16½ cents; Louisville, Ky., 17 cents; Monon, Ind., 16½ cents; New Albany, Ind., 17 cents; Oxford, Ind., 16½ cents, and Rennselaer, Ind., 16½ cents.

Also, Supplement 8 to I. C. C. No. C-9363, April 20. (S. P. 24306). Linseed oil from Des Moines, Iowa, to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Fort Leavenworth and Armourdale (Kansas City), Kan., 10 cents (R).

Also, Supplement 65 to I. C. C. No. C-6918, May 24. Alfalfa meal from Kansas City, Mo., to East St. Louis, Ill., 12½ cents (R).

Also, Supplement 6 to I. C. C. No. C-9408, May 24. Wheat, 13 cents, and corn 12 cents from Kansas City, St. Joseph, Mo., Armourdale (Kansas City), Atchison, Leavenworth, Kan., Council Bluffs, Iowa, Omaha and South Omaha, Neb., to Schneider, Lake Village, Conrad Spur, Enos, Morocco, Ade, Friedline Siding, Kentland and Sheff, Ind. (R).

ATCHISON, TOPEKA & SANTA FE.—Supplement 5 to I. C. C. No. 6201, May 10. Linseed meal and cake from Fredonia, Kan., to Easton, Lee, 10 cents (R); Winchester, 10 cents; Holton, Kan., 12 cents; Arrington, Kan., 11 cents; (rates to other Kansas points).

Also, I. C. C. No. 6370, May 10. From Atchison, Kan., Kansas City, Mo., Leavenworth, Kan., and St. Joseph, Mo., to Newport News and Norfolk, Va. (for export), avena, pearl barley, popcorn, cream-of-wheat, wheat, feed (wheat) flour made from grain only, ship stuff, etc., 22 cents, and meal, barley, corn, hominy, oat meal, groats, starch, middlings, corn, etc., 21 cents (R).

Also, Supplement 1 to I. C. C. No. 6318, May 20. Flour and articles taking flour rates from San Francisco, Cal., to Modesto, Cal., \$1.80 per net ton (R).

CHICAGO, MILWAUKEE & ST. PAUL.—Supplement 121 to I. C. C. No. A-9945, May 12. Flax and millet seed between Des Moines, Clive, Rider, Grimes, Ingersoll, Granger and High Bridge, Iowa, and Chicago, Ill., Milwaukee or Racine, Wis., 18½ cents; St. Paul, Minneapolis, Minn., or Superior, Wis., 19 cents.

Also, I. C. C. No. B-2661, May 24. Flour and millstuffs from St. Paul, Minneapolis and Minnesota Transfer, Minn., to Aurora, Mo., 21 cents; Boonville, Mo., 21½ cents; Carthage, Mo., 21 cents; Fort Scott, Kan., 19 cents; Harrisonville, Mo., 19 cents; Higginsville, Mo., 18 cents; Joplin, Mo., 21 cents; Lamar, Mo., 21 cents; Liberal, Mo., 21 cents; Marshall, Mo., 18 cents; Nevada, Mo., 19 cents; North Jefferson, Mo., 29½ cents; Pittsburg, Kan., 21 cents; Sedalia, Mo., 21½ cents; South Cedar, Mo., 20½ cents.

Also, Supplement 2 to I. C. C. No. B-2519, May 22. Flax seed or millet seed to St. Paul, Minn., from Kansas City, Mo., 16½ cents; Omaha, Neb., 16½ cents (flax seed carload to Omaha, Neb., 15½ cents); flour and articles taking wheat flour rates to St. Paul, Minn., from Kansas City, Mo., and Omaha, Neb., 14 cents; wheat only to St. Paul, Minn., from Kansas City, 12 cents, and Omaha, Neb., 11 cents; corn, rye, oats and barley to St. Paul, Minn., from Kansas City, Mo., 11 cents, Omaha, Neb., 10 cents.

CHICAGO GREAT WESTERN.—Supplement 5 to I. C. C. No. 4869, May 25. Flour and articles taking same rates from Minneapolis, Minnesota Transfer, and St. Paul and South St. Paul, Minn., to West Belton, Jaudon, Cleveland, West Line, Lisle, Drewel, Merwin, Amsterdam, Amoret, Worland, Gume, Amos Stotesbury, Richards, Ave, Reo, Swarts, Harris, Oskaloosa, Ardath, Mulberry, Watson Coal Mine, Mo., Fuller Storage Yard, Mine No. 38 Curranville, Chapman Mine, McCormick Mines, Nelson, Frontnac, and Pittsburg, Kan., 19 cents (R).

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA.—Supplement 8 to I. C. C. No. 3562, May 27. Grain and grain products from Eau Claire and Chippewa Falls, Wis., to Owen, Wis., 9½ cents (R), May 27.

Also Supplement 7 to I. C. C. No. 3835, May 19. Flax, millet seed, flax seed, or grain screenings, wheat, corn, rye, oats, barley and speltz from St. Paul, Minneapolis, Minnesota Transfer, Minn., to Duluth, Minn., Superior, Wis., Superior East End, and Itasca, Wis. (wheat will not have benefit of transit privileges) 5 cents.

CHICAGO & EASTERN ILLINOIS.—Supplement 26 to I. C. C. No. 2500, May 28. Seed from Salem, Ill., to Paducah, Ky., CL 15 cents, LCL 20 cents.

BUFFALO & SUSQUEHANNA.—I. C. C. No. A-444, May 21. Flour to Jacksonville, Fla., from Buffalo and Blasdell, N. Y., 19 cents.

PENNSYLVANIA R. R.—Supplement 10 to I. C. C. No. G-04001, May 15. Flour, buckwheat, to Chicago, Ill., from Titusville, Pa., 13 cents.

ST. LOUIS & SAN FRANCISCO.—Supplement 16 to

I. C. C. No. 6255, May 15. Wheat and articles taking same rates, 12 cents, and corn and articles taking same rates, 10 cents, between St. Louis, Mo., and Murrayville, Moundview, Bloomfield Crossing, and New Madrid, Mo.

Also, Supplement 16 to I. C. C. No. 6256, May 15. From McQueen, Okla., to Memphis, Tenn., wheat, 26 cents; corn, 23 cents; flax seed, 33 cents, and hemp, 36 cents; to New Orleans, La., wheat, 33 cents, and corn, 30 cents (A).

SOUTHERN RAILWAY.—I. C. C. No. C-1527, State, April 24, Interstate, May 15. Flour from Rockport and Rock Hill, Ind., to Caruthersville, Mo., 19 cents.

SPOKANE, PORTLAND & SEATTLE.—I. C. C. No. 139, May 15. Grain, flour and millfeed between Portland, Burlington, North Portland, Oregon, and Kennewick, 13¼ cents, Prosser, 14 cents, and North Yakima and Grandview, Wash., 15 cents.

Also, I. C. C. No. 139, May 15. Malt from Portland, Burlington and North Portland, Oregon, to Wallace, Idaho, 25 cents.

WABASH.—Supplement 4 to I. C. C. No. 3129, April 14 (S. P. 24097). Grain taking barley, corn, oats, rye, and wheat rates between Chicago, Ill., and Rockford, New Milford, Harrisville, Vanland, Ill., 6 cents; also between Chicago, Ill., and Nichols, Wilkinson, and Bradt, Ill., 5.9 cents (wheat, 6 cents) (R).

Also, Supplement 5 to I. C. C. No. 3010, April 14 (S. P. 24097). Flour, from wheat, grain or potatoes, grits, cornmeal, mill feed, glucose feed, bran and middlings, and rolled oats, oatmeal, and rolled wheat, and brewers' dried grain, to Belleville, Ill., from Chicago, Ill., and rate points, 9 cents, and from Milwaukee, Wis., and rate points, 11 cents (R).

WEST SHORE.—I. C. C. No. B-7485. Import rice, from Hoboken, N. J. to Springfield, Mass., 11 cents, May 19.

NORTHERN PACIFIC.—I. C. C. No. 5289, May 15. Alfalfa meal from Wilsall, Mont., to St. Louis, Mo., and East St. Louis, Ill., 45½ cents.

Also, I. C. C. No. 5284, May 15. Grain, flour and millfeed between Spokane, Wash., and Rosalia, 7 cents, Oakesdale, 8 cents, Farmington, Garfield, 9 cents, Palouse, 10 cents, Pullman, 11 cents, and Moscow, Idaho, 11½ cents; from Portland, Ore., to Yakolt, 8½ cents, Oakesville, Porter, 12 cents, South Bend, Hoquiam, Cosmopolis, Wash., 12½ cents; between Portland, Ore., and Tacoma and Seattle, Wash., 12½ cents.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—I. C. C. No. 3275, May 15. Grain, flour, feed and millstuffs, between Ashland, Wis., and Hurley, Wis., Ironwood, Mich., 8 cents, and Bessemer, Mich., 9 cents.

F. A. LELAND, AGENT FOR ALABAMA & VICKSBURG, SANTA FE, ILL. CENTRAL, etc.—I. C. C. No. 985, May 26. Flour from Evansville, Ind., to Houston, Texas, 41 cents.

LAKE SHORE & MICHIGAN SOUTHERN.—Supplement 17 to I. C. C. No. A-2733, May 15. Grain, barley, buckwheat, corn, kaffir corn, milo maize, oats, popcorn on the ear, or when shipped in bags, bbls., baskets (with solid wooden tops securely fastened), boxes, or in bulk, shelled, rye, speltz, and wheat from Fort Wayne, Ind., to Grand Rapids, Mich., 6 cents.

W. H. HOSMER, AGENT FOR ILL. CENTRAL, CHICAGO & ALTON, BURLINGTON, etc.—Supplement 7 to I. C. C. No. A-203, May 20. Grain products (for export only), from St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Duluth, Minn., Superior, and Ashland, Wis., and rate points to Halifax, N. S., 23½ cents; Levis and Point Levis, Que., Portland, Me., 22½ cents; Quebec, Que., St. John, and West St. John, N. B., 22½ cents (rate on flour to all points except Halifax, 21½ cents), and to Halifax, N. S., 22½ cents.

GRAND TRUNK.—I. C. C. No. 1900, May 9.—Ex-lake grain from Port Huron, Mich., to Montreal, Que. (applicable only on traffic consigned through to British and foreign countries except Newfoundland, St. Pierre, Miquelon, and U. S.), wheat, 5 cents, flax, 5 cents, rye, 4¼ cents, corn, 4¼ cents, barley, 4¼ cents, and oats, 3¼ cents per bushel (R., except on wheat).

Also, Supplement 4 to I. C. C. No. 1341, May 15. Distillers' dry slop from Walkerville, Ont., to New York, N. Y., Philadelphia, Pa., and Baltimore, Md., 12½ cents (R) (applicable only on traffic consigned through to British and foreign countries, except Newfoundland, St. Pierre, Miquelon, and U. S.).

CHICAGO & ALTON.—I. C. C. No. A-559, May 12. Articles taking flour rates, 22 cents, and articles taking cornmeal rates, 21 cents, from Atchison, Elwood, Leavenworth, Kan., Kansas City, and St. Joseph, Mo. (originating beyond or manufactured at said points from grain originating beyond), to Newport News, Norfolk, and Pinners Points, Va. (for export).

BALTIMORE & OHIO.—I. C. C. No. 11428, May 15. From Cleveland and Sandusky, O. (ex-lake), to Baltimore, Md., and rate points, flaxseed, 9.8 cents (R).

ILLINOIS CENTRAL.—Supplement 10 to I. C. C. No. A-8198, State April 15, Interstate June 1. Flour from Dubuque, Ia., to East St. Louis, Ill., 11 cents, and to St. Louis, Mo., 11½ cents.

Also, Supplement 1 to I. C. C. A-8313, June 1. Between Sioux City and Leeds, Iowa, and Omaha and

South Omaha, Neb., feed (when originating at Nebraska City, Neb., only), 6.8 cents flour 10 cents, cornmeal, oatmeal, oat groats, rolled oats, bran, grain screenings, shorts, middlings, hominy and millstuffs, 8.7 cents, and oil cake and oil meal (R) 7.8 cents.

Also, Supplement 3 to I. C. C. No. A-7242, June 1. Oil cake and oil meal from Leeds and Sioux City, Iowa, to Omaha and South Omaha, Neb., 7.8 cents (A).

A. D. HALL, AGENT FOR SANTA FE, CHICAGO & ALTON, BURLINGTON AND OTHER LINES.—Supplement 2 to I. C. C. A-39, May 22. Corn oil from Cedar Rapids, Iowa, to Cairo, Ill. (destined to S. E. and Cairo Territory), 21½ cents.

DETROIT & TOLEDO SHORE LINE.—Supplement 1 to I. C. C. No. 480, May 18. Malt and malt sprouts from Detroit, Mich., to Cincinnati, Ohio, 8 cents.

ROCK ISLAND.—Supplement 14 to I. C. C. No. C-9320, May 24. From Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Armourdale (Kansas City), Kan. (originating beyond), to New Orleans, La., and rate points, wheat, buckwheat, 20 cents; corn, cornmeal, 19 cents; flour, 20 cents; malt, 27 cents; flaxseed, millet seed, 25 cents; hungarian seed, 28 cents.

CHICAGO, BURLINGTON & QUINCY.—I. C. C. No. 10772, May 20. Flour from St. Paul, Minneapolis, Minnesota Transfer, Winona, Minn., and La Crosse, Wis., to Van Buren, 28 cents, Kearney, 26 cents, Kelso, 36 cents, Austin, Ark., 26 cents (R).

CHICAGO, BURLINGTON & QUINCY.—I. C. C. No. 10778, May 27. Flour and other grain products from Council Bluffs, Nebraska City, Omaha and South Omaha, Neb. (when originating beyond or when manufactured at those points from grain seeds or other ingredients originating beyond) to Newport News and Norfolk, Va., for export, 21 cents; avena, buckwheat flour, cracked wheat, flour made from grain only, mothers' wheat hearts, pearl barley, wheat and Pillsbury's best cereal from and to same points, 22 cents.

Also, I. C. C. No. 10779, May 28. Flax seed and articles taking same rates from Alliance, Neb., to St. Paul, Minnesota, Minneapolis, and Minnesota Transfer, Minn., 38½ cents.

Also, I. C. C. No. 10744, May 20. Pearl barley, beet pulp (dried), bran, cake (linseed), oat clip, elevator dust, alfalfa feed (chopped) other than wheat chops, gluten feed, hominy feed, molasses feed, sugar feed, buckwheat flour, corn flour, potato flour, prepared flour, rye flour, wheat flour, brewers' grits, oat groats, malt, alfalfa meal, brewers' meal, cornmeal, gluten meal, oatmeal, oil meal, middlings, rolled oats, brewers' dry refuse, malsters' refuse, rolled rye, screenings (grain) shorts, malt sprouts, also uncooked grain or cereal products manufactured from barley, corn, oats, rye, or wheat, from Atchison, Kan., Council Bluffs, Iowa, Kansas City, Mo., Leavenworth, Kan., Nebraska City, Neb., Omaha, Neb., Pacific Junction, Iowa, St. Joseph, Mo., and South Omaha, Neb., to Cincinnati, Ohio, Louisville, Ky., New Albany, Ind., 17 cents; Indianapolis, Ind., 16½ cents (R).

CHICAGO & EASTERN ILLINOIS.—Supplement 11 to I. C. C. No. 2413, June 3. Ground and unground corn, oil cake, and linseed oil cake, and meal and linseed oil meal, and corn oil meal, from Chicago, Ill., to Boston, Mass., New York, N. Y., 13 cents; Philadelphia, Pa., 11 cents, and Baltimore, Md., 10 cents (R) (all rates for export).

CHICAGO, MILWAUKEE & ST. PAUL.—I. C. C. No. B-2666, June 1. Malt to Belleville, Ill., from Burlington, 10 cents, and from Milwaukee, Wis., 10 cents; from Milwaukee, Wis., to Murphysboro, 12 cents, and to New Athens, Ill., 11 cents. Oats from Appleton, Wis., to Manitowoc, Wis., 7½ cents, and from Hastings, Minn., to Galena, Ill., 12½ cents.

CHICAGO, ROCK ISLAND & PACIFIC.—Supplement 12 to I. C. C. No. C-9332, June 9. Oatmeal from Davenport, Iowa, and Cedar Rapids, Iowa, to Pine Bluff, 24 cents, and Camden, Ark., 34 cents.

Also, Supplement 11 to I. C. C. No. C-9387, June 13. To Medford, Okla., from Kansas City, St. Joseph, Mo., Atchison, Leavenworth, and Armourdale (Kansas City), Kan., wheat, 21½ cents, corn, 18 cents; from Omaha, South Omaha, Neb., and Council Bluffs, Iowa, wheat, 19 cents, and corn, 16½ cents.

ATCHISON, TOPEKA & SANTA FE.—I. C. C. No. 6382, June 10. Linseed oil from Fredonia, Kan., to Clovis, N. M., CL 86 cents, and LCL \$1.22. Corn and oats from St. Louis, Mo., and East St. Louis, Ill., to Acme, N. M., 46½ cents.

UNION PACIFIC.—I. C. C. No. 2639, June 2. Wheat from Schuyler, Neb., to Crawford, Neb., 20.4 cents, Deadwood, 30 cents, Hot Springs, 26 cents, Lead, Rapid City, Terry, S. D., 30 cents. Corn from Schuyler, Neb., to Crawford, Neb., 18.7 cents, Deadwood, Lead, Rapid City, Terry, 28 cents, and Hot Springs, S. D., 24 cents.

WABASH.—Supplement 11 to I. C. C. No. 3008, June 1. Corn oil between Decatur, Ill., and East St. Louis, Ill., and St. Louis, Mo., 8 cents (R).

Also, Supplement 3 to I. C. C. No. 3154, June 1. Between Chamberlain, Moran, Beaver Park, Woodward, Gardiner, Perry, Iowa, and Kansas City, Mo., wheat and flour, 15 cents, corn, rye, oats and barley, 12½ cents.



# ASSOCIATIONS

## THE CONVENTION CALENDAR

May 20 and 21—Grain Dealers' Association of Oklahoma at Oklahoma City, Okla. Headquarters New Skirvin Hotel.

May 20—Farmers' Grain Dealers' Association of Larned, Kan.

May 22 and 24—American Feed Manufacturers' Association at Chicago. Headquarters Auditorium Hotel.

May 27 and 28—Texas Grain Dealers' Association at Fort Worth, Texas.

June 3 and 4—Illinois Grain Dealers' Association at Chicago, Ill. Headquarters La Salle Hotel.

June 16 and 17—Council of Grain Exchanges at Cincinnati, Ohio. Headquarters, Sinton Hotel.

June 17 and 18—Indiana Grain Dealers' Association at Cincinnati, Ohio. Headquarters, Palace Hotel.

June 17 and 18—Ohio Grain Dealers' Association at Cincinnati, Ohio. Headquarters Palace Hotel.

June 24, 25 and 26—National Hay Association at Peoria, Ill. Headquarters Jefferson Hotel.

June 26, 27 and 28—National Association of Managers of Farmers' Co-operative Elevators at Milwaukee, Wis.

October 14, 15 and 16—Grain Dealers' National Association at New Orleans, La.

## NATIONAL INDUSTRIAL TRAFFIC LEAGUE

A call has recently been issued for a meeting of the National Industrial Traffic League, to be held at the Iroquois Hotel, Buffalo, N. Y., on May 23 and 24. The program contains much that is of interest to the grain trade, including addresses and discussions on the following subjects:

- Bills of Lading—Uniform and Standard.
- Bill Relating to Bills of Lading—(Congress).
- Uniform Classification.
- Shippers' Evasion of Interstate Commerce Law.
- Federal Jurisdiction over Larceny of Interstate Shipments.
- Interpretation of Demurrage Rules.
- Incomplete Expense Bills.
- Weights to Govern in the Assessment of Freight Charges.
- Railroad Rules as to Storage of Freight.
- Export Demurrage and Storage Charges.
- Proposed Increase in the Demurrage Rate.
- Appointment of Demurrage Supervisors.
- New Form for Preparation of Claims.
- Notice to Shippers of Refused and Unclaimed Freight.
- Payment for Tariff Publications.
- New Form of Bill of Lading and Waybill Combined, Introduced and Now Being Urged by the Pennsylvania Railroad.

Besides these topics there will be the usual routine business including reports of the various committees. A good attendance is anticipated.

## THE CINCINNATI CONVENTIONS

In response to the invitation extended by the Cincinnati Chamber of Commerce, three grain organizations will hold meetings in Cincinnati during the third week in June. The Council of Grain Exchanges will convene for its mid-summer meeting on June 16 and 17. The Ohio Grain Dealers' Association and the Indiana Grain Dealers' Association will both hold meetings on June 17 and 18. On June 17 there will be a joint session of the three bodies. The other sessions will be held separately.

One interesting feature is the fact that it is the first time the Indiana Grain Dealers' Association has held a convention outside of Indiana, previous meetings having been held in Indianapolis. The Cincinnati grain trade is well known to the Indiana dealers, however, and a pleasant and profitable meeting is anticipated. The officers of the three organizations held a conference with local committees in Cincinnati on May 6 for the purpose of arranging details and mapping out the work.

The Sinton Hotel was chosen as the headquarters for the Council of Grain Exchanges and the Palace Hotel for the two state grain associations. It is probable that the joint session will be held at the latter hotel. The program for this joint meeting is only tentative at present. President Eikenberry of the Ohio Grain Dealers' Association will preside and the three secretaries will be official recorders of the proceedings. The invocation will be made by a Cincinnati minister.

Mayor Hunt of Cincinnati will deliver an address of welcome, to be followed either by President Walter Draper or Superintendent W. C. Culkins of the Chamber of Commerce. Responses will be made by

President J. C. F. Merrill of the Council of Grain Exchanges and either President Charles Jones or Secretary J. F. Courcier of the Grain Dealers' National Association. A stereopticon lecture will be delivered by Bert Ball, secretary of the Crop Improvement Committee. It is hoped to secure President Thompson of the Ohio State University and Charles Fairbanks, former Vice-President of the United States, as speakers. On the evening of June 17 there will be a general entertainment in charge of the Grain and Hay Exchange of the Chamber of Commerce.

There is also to be a convention of the Credit Association during the same week and several other meetings are in prospect so that those expecting to attend the conventions should see to the securing of hotel accommodation in advance. Rooms may be reserved through Carl Dehoney, secretary of the Publicity Committee of the Chamber of Commerce.

## INDIANA GRAIN DEALERS' ASSOCIATION

A circular letter was sent out recently to the members of the Indiana Grain Dealers' Association by Secretary Charles B. Riley, calling attention to the new Public Service Commission and its jurisdiction over public warehouses. This letter follows:

On March 17th we sent out our legislative circular, giving a brief outline of the work of the recent legislature that we thought would interest the trade. We suggested that a Public Service Commission has been provided for and would come into existence May 1st. We also suggested that the grain trade was interested in this measure only in a general way, as were many other business interests of the state, except such houses as performed public elevator and warehouse service, and that they would be brought under the provisions of the law and subject to the jurisdiction of the commission.

Upon a careful examination of the law, and its interpretation by those who had to do with its preparation and enactment, it is understood that the commission will have jurisdiction over any and all elevators in the state that do a general storage business; that is to say, elevators that accept grain on deposit for their customers will be recognized as performing public elevator service and hence are amenable to the law.

The commission is not yet organized and, of course, we do not know what regulations will be prescribed, but it was thought advisable to bring to the attention of the trade, thus early in the season, the fact that all elevators in the state that are performing this kind of service will be supervised, and all laws relating to the storage of grain will be enforceable by the commission, and we have some very drastic laws on the subject.

Houses that are simply buying and shipping grain on their own account will not be subject to the commis-

sion's jurisdiction; only such as are storing and handling grain for their customers, either for compensation or otherwise.

What the requirements of the commission will be and to what extent they will assume jurisdiction and supervision of the elevators in question we have no means of knowing at the present time, but it will be well for those who desire to store grain for their customers to be prepared to make reports and otherwise comply with the commission's requirements and the laws in general relating to that subject.

The only safe way to avoid this accounting to the state is to refrain from storing grain for the producers or others, except your own grain, which you have a right to control.

## TRI-STATE GRAIN PRODUCERS AND DEALERS

A meeting of the Tri-State Grain Producers' and Dealers' Association will be held at Lima, Ohio, on Friday, May 16. It is planned to be a sort of pre-harvest rally and more than two hundred invitations have been sent out by Secretary T. P. Riddle. The meeting will close in time for the annual banquet of the Lima Progressive Association, which will be held at the Lima Club on the same evening. Some interesting addresses and important topics of discussion will be presented.

## ASSOCIATION BRIEFS

The recently organized Farmers' Grain Dealers' Association of Kansas will hold its first annual meeting on May 20, at Larned, Kan.

Secretary J. W. McCord of the Ohio Grain Dealers' Association delivered an address on "Ohio's New Demurrage Rules" at a meeting of the Transportation Club of Lima, Ohio, on May 7.

G. H. Rikert of Chicago has been appointed official scale inspector of the Illinois Grain Dealers' Association to succeed former Scale Inspector Johnson, who recently resigned. Mr. Rikert will assume the duties of the position on May 19.

A meeting of grain dealers under the auspices of the Indiana Grain Dealers' Association was held in the Indianapolis Board of Trade, on May 9, to consider measures passed by the state legislature which affected the grain trade.

Secretary S. W. Strong of the Illinois Grain Dealers' Association reports the following new members for April: Caughey & Curran Co., Detroit, Mich.; Humphrey Brothers, Normal, Ill.; Rufus Mayfield, Paxton, Ill.; Palmer & Peck (Oakland Grain Company), Oakland, Ill.; Yates & Donelson Co., Memphis, Tenn. Changes in the directory were as follows: Tampico, The Tampico Farmers' Elevator Company succeeds Neola Elevator Company; West Ridge, C. E. Hitch succeeds Hitch Bros.; Camargo, Revell & Howe succeed Revell & Quick; Macon, W. H. Suffern Grain Company succeeds J. W. Bradway Company; Bondville, M. A. Kirk & Company succeed Hitch & Kirk; Oakland, Palmer & Peck (Oakland Grain & Coal Company), succeed L. J. Kaiser.

# BARLEY AND MALT

[Special Report.]

## THE CHICAGO BARLEY MARKET

By A. L. SOMERS

President Somers, Jones & Co., Chicago.

The barley market has lately kept strong with continued light receipts. The strength is most pronounced in the good and medium malting qualities, those selling from 55 to 62 cents per bushel. The really good to choice kinds are easy in undertone, largely because of the approaching warmer weather. The trade figures that it is impossible to make really choice malt in warm weather, no matter how choice the quality of the barley may be, and the demand for the better qualities is, on that account, becoming more limited.

Malting qualities today, Monday, May 12, range 52 to 67 cents, with 65 cents hard to beat. Sales are mainly at 55 to 62 cents. Feed qualities range 47 to 50 cents, mainly 48 to 49 cents. The supply of feed is very limited. There is some export demand for 43 to 44 pound qualities on basis of 47 to 48 cents, Chicago.

Reports from the barley growing districts in the Dakotas, Iowa, Minnesota and Wisconsin, are unusually favorable. Fully as large an acreage as last year's is being put in and soil conditions are exceptionally good. It looks like a big crop of barley with reasonably favorable weather from now on.

The barley crop in California has suffered severely from a dry winter. Up to the middle of March prospects there were for the largest crop of barley ever known, the acreage being much increased over that of one year ago. The usual March and April rains, however, did not materialize and the crop ripened before its time and crop results promise

less than 50 per cent of an average, especially in the southern part of the state. The Imperial Valley crop will hardly be 40 per cent of an average and it is one of the best barley growing territories of southern California. The result is that prices there are high, ranging around \$1.45 to \$1.50 per cental for feed qualities. California exporters are sincerely considering shipments of barley from the Middle West to the Western Coast, believing that the high prices and the probable good demand there in the Coast territory will make it possible.

High freight rates are somewhat against business of this character, unless it is possible to accumulate in the Northern Lake ports for shipment to the Eastern Seaboard and from there by vessel to California, either around Cape Horn or via Panama. The probability is that lower freight rates can be secured for shipment in that direction than all rail, directly west from Minnesota or Dakota points.

## URGED TO TEST BARLEY

Fred Koneman, a barley expert, whose field of operations is in South Dakota, recently completed a tour of inspection in the eastern part of the state and reports that there is a large amount of barley in that district which will not stand a germination test. He urges the farmers to exercise great care in the selection of their seeds and states that a good malting barley will bring a premium over feed barley, but that the maltsters require good color, good weight and, above all, good power of germination.

"One cannot tell," said he, "by the looks of barley whether the germ is dead, for sometimes it happens that nice, bright barley shows a poorer test than



barley which is off color.' It is anticipated that the barley acreage in South Dakota this year will greatly exceed that of last year.

#### DEMAND FOR CANADIAN BARLEY

P. H. Rice of the Rice Malting Company of Canada with headquarters at Winnipeg, has been looking over the provinces of Alberta and Saskatchewan, with a view to encouraging the farmers in that district to raise barley. He was greatly pleased with the suitability of the soil for the production of barley and pointed out the fact that barley would bring greater returns than wheat to the farmer.

"England would take 50,000,000 bushels of barley a year from Canada if she produced it," stated Mr. Rice. "At the present time England secures all her immense supply of barley from California. There is an immense opportunity for the Canadian farmer to produce barley and make money faster than he possibly could with wheat."

Nick Taitinger of Claresholm, Alberta, whose crop of barley carried off the blue ribbon at the Dry Farming Congress last fall, recently shipped a

carload of barley to Hugh Baird & Sons, Glasgow, Scotland, prominent maltsters of Great Britain.

The Minnesota Malting Company of Red Wing, Minn., has filed an amendment to its charter increasing its capital stock to \$300,000.

Of the total Canadian barley crop for 1912, amounting to 44,014,000 bushels, 87 per cent, or 38,299,000 bushels, were of merchantable quality.

F. J. Egerer, president of the Chilton Malting Company, Chilton, Wis., has been appointed treasurer of the Bureau of Barley and Malt Statistics of the Central States.

The Gould Grain Company of Minneapolis, Minn., plans to erect a malt house and barley roasting plant next year costing \$530,000. The plant will employ about 150 men.

P. C. Kamm & Co., maltsters, have purchased three and one-fourth acres of land in Milwaukee, Wis., on which they will erect an elevator with a capacity of 250,000 bushels.

The Board of Trade at Saskatoon, Sask., recently received a bushel and a half of barley seed suitable for brewing purposes from the Canada Malting Company, to be distributed in the surrounding district.

## FIELD SEEDS

The Oxley Seed Company of Gibson, Ill., has added a poultry raising department to its business.

The Monarch Seed and Feed Company has been incorporated at Medford, Ore., with a capital stock of \$5,000.

Walter R. Block has purchased an interest in the Champaign Seed Company at Champaign, Ill., and has been elected vice-president.

The William A. Davis Seed Company has been organized at Bozeman, Mont., and the John A. Salzer Seed Company of LaCrosse, Wis., will also engage in business at the same place.

The Monroe Seed Corporation has been organized at Rochester, N. Y., with a capital stock of \$5,000. The incorporators are William E. Housel, Bernice B. Housel and John M. Shepard.

The Albert Dickinson Company has secured a permit to erect a seven-story brick seed elevator, costing \$100,000, at the corner of West Thirty-fifth street and South California avenue in Chicago.

The Roanoke Seed & Supply Company, Inc., of Roanoke, Va., has been incorporated with a capital stock of \$50,000. The officers are: L. H. Vaughan, president; G. H. Clatterbuck, vice-president; and D. S. Meadows, secretary and treasurer.

The De Georgi Bros. Company has been incorporated at Omaha, Neb., with a capital stock of \$25,000, to deal in seeds, nursery stock, etc. The board of directors consists of Ferdinand De Georgi, Vaclav Fuks, Joseph F. Pribyl, F. E. Britton and Vaclav Tosar.

The Third Assistant Postmaster General recently ordered an investigation of Minneapolis post office grain shipment rates following a complaint filed by the Milwaukee Chamber of Commerce that the office has been sending seeds at half the prices charged in Milwaukee, Wis. The complaint was found to be justified, Minneapolis charging one cent for two ounces and Milwaukee one cent for an ounce. The Minneapolis rate will apply at Milwaukee.

#### UNIQUE SEED TESTS

It has been reported that scientists have made some surprising discoveries concerning the latent life of seeds subjected to intense cold. It is said that one investigator exposed corn, fennel, oats and some flower seeds to a temperature of 40 degrees Fahrenheit below zero for 118 days, when the seeds were placed in condition for germination tests. Nearly all of the fennel, oat and corn seeds and many others germinated.

#### A SURPLUS OF TIMOTHY SEED

A representative of the Albert Dickinson Seed Company, of Chicago and Minneapolis, recently visited Lewistown, Idaho, to investigate the timothy seed situation in that part of the country and to ascertain how much grass seed is still held by the growers. According to his report the amount remaining in the hands of the dealers and growers would supply all demands if not a pound of timothy seed were raised this season. It is said that about three-fourths of the timothy seed raised on the prairies in that district are still in the hands of the farmers, who will not dispose of their stocks

for present prices. The high price of timothy seed in 1912 resulted in a large acreage being devoted to the raising of seed last season. The demand since has not been nearly so great and there is a large acreage now.

#### MINNESOTA FARMERS SELECT SEEDS WITH CARE

According to Professor C. P. Bull, seed expert in the Farm Management Department of the Agricultural College of Minnesota, the farmers of that state have arrived at a keen appreciation of tested and certified seeds, and they are exercising the greatest care in the selection of their seeds this spring. As Professor Bull is secretary of the State Seed Growers' Association, he has been touring the state in the interests of the recent campaign for pure seeds and a successful crop for 1913. A number of counties have organized pure seed clubs which will co-operate with the state organization and others are preparing to organize.

#### SEED ADULTERATION

In accordance with the act of Congress which deals with seed adulteration, the Department of Agriculture secured seeds of Kentucky bluegrass, redbud and orchard grass in the open market during the season of 1912 and 1,344 samples were analyzed under the direction of E. Brown, Botanist in charge of the seed laboratory. It was found that 189 samples were adulterated or misbranded, 62 of the 499 samples of Kentucky bluegrass coming under this head, while 36 samples contained less than three per cent of Kentucky bluegrass.

An average of 59 per cent of Canada bluegrass seed was found in 53 samples and two samples were mixtures of redbud and timothy, while seven were adulterated with rye-grass, redbud, timothy or crested dog's-tail. Of the 538 samples obtained as redbud seed, 115 were found to be adulterated with timothy. Of the 307 samples obtained as orchard grass seed, seven were found to be adulterated with rye-grass, chess, tall meadow oat-grass and redbud, while three samples were rye-grass seed sold or offered for sale as orchard grass seed.

#### LARGE CANADIAN FLAX MILL

Plans have been completed for the establishment of a large flax mill at Moose Jaw, Sask., to be owned and operated by the Metzger Seed and Oil Company of Toledo, Ohio. The plant will have a capacity of 8,000 bushels daily and will cover an area of five acres of land, or with sidings 20 acres. It will eventually have 24 presses, six of which will be installed this year, and when complete will cost approximately \$750,000.

Building operations began the first of this month and the contract calls for the completion of the six portions of the mill in time to handle this season's crop. It is also stipulated that 75 men will be employed at the start. The city bonused the project to the extent of two city lots worth about \$200,000, and the mill will be partly financed by Moose Jaw interests. The company will not use the lots for present mill purposes, as they are located in the heart of the city and the new plant is located in a subdivision.

## CROP REPORTS

### THE GOVERNMENT ESTIMATE

The Crop Reporting Board of the Bureau of Statistics of the United States Department of Agriculture has estimated, from the reports of correspondents and agents of the Bureau, as follows:

The average condition of winter wheat on May 1 was 91.9, compared with 91.6 on April 1, 79.7 on May 1, 1912, and 85.6, the average for the past ten years on May 1.

The average condition of rye on May 1 was 91.0, compared with 89.3 on April 1, 87.5 on May 1, 1912, and 89.6, the average for the past ten years on May 1. Details for winter wheat and rye states follow:

States.	Per cent abandoned.	Acres remaining to be harvested.	Winter Wheat.		Rye.	
			Condition May 1, 1913.	Condition May 1, 1912.	Condition May 1, 1913.	Condition May 1, 1912.
Kansas .....	6.0	6,655,000	91	80	95	88
Nebraska .....	2.0	3,124,000	97	85	96	92
Illinois .....	2.0	2,214,000	94	52	93	77
Missouri .....	1.5	2,315,000	95	72	95	83
Indiana .....	3.5	2,137,000	91	52	92	75
Ohio .....	3.3	1,907,000	91	53	92	75
Oklahoma .....	7.0	1,638,000	89	87	87	90
Pennsylvania ..	3.0	1,286,000	94	89	94	88
Washington ....	5.6	1,074,000	95	95	95	95
Michigan .....	4.5	831,000	83	64	86	79
Kentucky .....	5.0	718,000	91	76	90	79
Virginia .....	1.8	740,000	95	92	94	93
Texas .....	11.0	675,000	78	93	71	94
Tennessee .....	3.2	684,000	92	85	89	86
Oregon .....	5.0	542,000	92	100	95	98
North Carolina..	2.5	603,000	93	91	93	90
Maryland .....	1.8	607,000	95	93	95	92
California .....	30.0	273,000	62	77	81	90
New York .....	2.0	335,000	92	83	90	88
Idaho .....	5.0	331,000	95	96	93	98
Iowa .....	3.5	334,000	93	84	94	91
Montana .....	7.0	518,000	92	95	94	96
West Virginia..	3.3	231,000	92	90	92	92
Colorado .....	5.1	211,000	94	88	92	90
Utah .....	8.5	170,000	90	95	89	95
Georgia .....	3.0	142,000	89	85	91	87
Delaware .....	2.7	113,000	95	91	94	90
Arkansas .....	2.4	101,000	95	81	90	86
Wisconsin .....	4.6	87,000	89	89	91	91
New Jersey ....	4.0	80,000	95	88	96	91
South Carolina..	4.0	79,000	84	84	87	85
New Mexico ....	14.2	39,000	85	83	83	..
Alabama .....	4.3	32,000	90	83	90	85
Wyoming .....	4.6	32,000	97	92	97	96
Arizona .....	5.0	27,000	90	96	..	..
Nevada .....	13.3	14,000	90	94	95	..
Mississippi ....	2.5	9,000	90	83	..	..
Minnesota .....	..	..	..	..	90	94
North Dakota..	..	..	..	..	91	88
South Dakota ..	..	..	..	..	89	94
Connecticut ..	..	..	..	..	96	92
Massachusetts ..	..	..	..	..	93	94
Vermont .....	..	..	..	..	91	90
United States..	4.5	30,938,000	91.9	79.7	91.0	87.5

Oklahoma is starting to gather its greatest cutting of alfalfa. There will be four cuttings on most of the land. On some of the best alfalfa fields, those on fertile bottom farms of the state, five and possibly six cuttings will be obtained.

The acreage of oats in Oklahoma, according to the state report is 108 per cent. The growing condition shows 86 per cent as against 71 per cent in 1909 which was a record crop year. Growing condition of winter wheat is 91 per cent as against 65 per cent in 1911 and 74 per cent in 1909.

The Van Dusen-Harrington Company of Minneapolis, Minn., in a crop letter issued May 9, says: "Weather conditions have been generally favorable during the last ten days for farm work. Showers have benefited the grain already sown and have not materially delayed the completion of seeding. In the lower half of the spring wheat belt seeding is fully completed, under very favorable soil conditions, and the outlook is excellent at this time. In the northern part of the spring wheat country wheat seeding is about 80 per cent finished. An unusually large amount of grain has been disced in on stubble, requiring favorable conditions for maturing the crop. With the right kind of weather results are frequently good, however. Indications point to a moderate reduction in wheat acreage and a moderate increase in coarse grain acreage, but it is too early to give definite figures."

B. W. Snow's crop report of May 1 shows an abandoned winter wheat acreage of 2.9 per cent, amounting to 949,000 acres. This is the smallest abandoned acreage ever reported and on the basis of area reported seeded last fall leaves for harvest this year 31,438,000 acres, or the second largest acreage ever grown. The average condition of the crop is reported at 90.5, a decline of about 1 point during April, due to a lowering of condition in the Ohio Valley, Michigan and in California. Upon the present basis of figuring the government report the present situation would be taken as forecasting a crop of about 516,000,000 bushels. There is a deficiency of both current and accumulated moisture in Texas, Oklahoma and Kansas, but up to the present time such rain as has been received has been timely and no crop damage has occurred. Spring wheat seeding was not completed on May 1, but local agents are of the opinion that the final area will be smaller than that of last year by about 1,000,000 acres, with the greater part of the loss in North Dakota.



## FIRES-CASUALTIES

The Knutson & Tinnes Elevator at Ortle, S. D., was destroyed by fire on May 3.

The Moen Elevator at Vernon Center, Minn., was destroyed by fire a few weeks ago.

The elevator of M. A. Law at Savanna, Ill., was slightly damaged by fire on April 24.

Lightning damaged the elevator of the McCaull-Webster Company at Tabor, S. D., on April 15.

The elevator of the Williston Mill Company at Trenton, N. D., was damaged by fire on April 22.

Fire slightly damaged the elevator of Jones & Gittins, millers at Cottonwood, Minn., on May 5.

The elevator of Turner, Hudnut & Co. at Quiver Siding, Ill., was totally destroyed by fire on April 30.

The elevator at Elba, Neb., owned by A. W. Riness, was destroyed by fire in April. The property was insured.

The house of the Commander Elevator Company at Randolph, Minn., was damaged by lightning on May 6.

The power house between elevators "A" and "E" at Fort William, Ont., was damaged by fire on May 8.

The elevator of the Farmers' Union Grain Company at Verdon, S. D., was damaged by fire on May 5.

C. M. Linn's elevator at Elk Creek, Neb., was struck by lightning on May 5 and somewhat damaged by fire.

The grain warehouse of Craig & Sons at Pulaski, Tenn., was destroyed by fire on April 22, entailing a loss of \$3,500.

The elevator of the John Hokanson Grain Company at Lemmon, S. D., was completely destroyed by fire on April 28.

The Miller-Hinton Elevator at Ridgeville, Ind., burned last month, the loss amounting to \$15,000 with insurance \$8,000.

Fire destroyed the elevator of Manuel Wilson at Caledonia, Mich., on May 3. The loss is partially covered by insurance.

J. A. Bell suffered the loss of a stock of grain which was stored in freight sheds destroyed by fire at New Lowell, Ont., on April 26.

The grain warehouse of W. W. Lewis at Ridge-way, Wis., was burned on May 1, when the business district of the town was swept by fire.

A defective flue resulted in a fire at Keokuk, Iowa, which damaged the stock of the Gate City Seed Company. The loss is partially covered by insurance.

A stock of hay, feed and grain was destroyed recently when the store of E. F. Sanguinetti at Yuma, Ariz., was burned, resulting in a total loss of \$25,000.

The explosion of a gasoline engine resulted in a fire which destroyed the elevator at Prairieburg, Iowa, on April 29, owned by the Central Lumber Company.

The Turner Elevator at Eckard, near Havana, Ill., was destroyed by fire on April 30. The blaze started from an engine spark. The loss included 5,000 bushels of grain.

The Independent Elevator at Lamberton, Minn., owned by Spalding Bros., was burned last month with a total loss estimated at \$16,000 with about \$12,000 insurance.

The Winter, Truesdale & Ames Elevator at Breckenridge, Minn., burned recently, together with about 30,000 bushels of wheat, 1,000 bushels of barley and 10,000 bushels of oats.

William Wycoff, a carpenter, was caught in the machinery of the Terminal Elevator at Kansas City, Kan., recently, and so badly mangled that he died soon after the accident.

The elevator of the Quaker Oats Company at Eagle Grove, Iowa, was destroyed by a fire on April 30, which threatened to destroy the town. The total loss which included damage to other buildings was about \$40,000.

The 60,000-bushel elevator and the 75-barrel mill of H. E. Delaney at Hubbard, Minn., was destroyed by fire on April 11, the loss over the insurance amounting to about \$15,000 on the plant and \$2,500 on the stock.

Fire supposed to have originated from spontaneous combustion destroyed the elevator at Altura, Minn., on April 20, entailing a loss of about \$11,000. The house contained about 1,500 bushels of grain, largely barley. The structure was erected about five years ago and is owned by J. H. Hans, who

carried about \$3,500 insurance on the building and \$1,500 on the grain.

E. C. McCullough, manager of the Wapakoneta Grain Company, Wapakoneta, Ohio, suffered painful injuries on April 15, when he fell from a car-load of fence posts he had been inspecting.

The elevator of the McCaull-Webster Company at Yankton, S. D., was destroyed by fire on April 14, together with about 2,500 bushels of grain. The loss was about \$10,000 covered by insurance.

Fire destroyed the elevator of E. D. Jones & Son and the Rock Island Station at Oxford, Iowa, on April 23, entailing a loss of \$20,000 with insurance less than half. About 15,000 bushels of grain were also consumed.

Fire of unknown origin destroyed the Farmers' Elevator at Stanton, Wis., the latter part of April. There was little grain in the house as it had been closed for repairs. The loss was about \$5,000 with some insurance.

A quantity of hay owned by the Ohio Hay and Grain Company at Findlay, Ohio, was destroyed by fire April 17. The hay, wet by the recent flood, had been spread over a field to dry and it is believed it was ignited by boys.

While walking on a plank from one bin to another in A. P. Schantz's elevator at Lexington, Ill., Elmer Hill fell 18 feet to the bottom of an empty bin when the plank broke. He was badly bruised but suffered no broken bones.

The Rochester Feed Company, Rochester, Pa., suffered a loss of about \$12,000, partly covered by insurance, when its two-story frame building and a warehouse were consumed in a fire which destroyed six business houses in that city.

The Lake Grain Company's elevator at Devil's Lake, N. D., was destroyed by fire on April 29, spontaneous combustion in the cupola of the house having caused the blaze. The loss on the building was \$7,500 with \$6,500 insurance. There were 2,000

bushels of grain valued at \$1,500, also covered by insurance.

The elevator of the Dominion Elevator Company at Sinaluta, Sask., was destroyed by fire on April 29, together with 15,000 bushels of wheat. The loss is fully covered by insurance.

Fire entailing a loss of approximately \$300,000 swept the business section of Gretna, Man., on April 28, the consumed buildings including the grain warehouse of the Ogilvie Company.

Arthur Rosin, an employe in R. L. Houk's elevator at Good Thunder, Minn., met with a serious accident recently while attending to the engine. He was drawn into the machinery and one of his legs was broken in two places below the knee.

Fire of unknown origin destroyed the plant and buildings of the Beck Hay and Grain Company at St. Louis, Mo., on April 14. The loss on the building was \$600 and \$5,000 worth of hay and straw were consumed. The loss is covered by insurance.

A defective gasoline engine in the elevator of D. P. Held at Ackley, Iowa, resulted in a fire which destroyed the house and did damage in the town amounting to approximately \$10,000. Included in Mr. Held's loss were also coal sheds, a stock of coal and an automobile.

The Great Western Elevator at Minden, Iowa, burned recently, together with about 1,000 bushels of grain. The insurance on the building was \$1,700 and on the grain, \$1,000. M. L. Mann, owner of the property, purchased it from the Stuhr-Reesy Grain Company last January.

The 75,000-bushel elevator, three-story brick warehouse and mill of Gano & Smith at Georgetown, Ky., were destroyed by fire last month. The conflagration is believed to have been caused by crossed electric wires. The approximate loss is \$25,000 with insurance amounting to about \$14,500.

The upper half of one of the walls of the Canadian Pacific Elevator at Fort William, Ont., fell recently and the lower part was so loosened that it will have to be removed. It is believed that grain falling in the space between the brick walls and the steel tanks swelled and caused the accident.

The Acme Flour Mill and elevator at Jeffersonville, Ind., owned by Eberts & Bro., were destroyed by fire on April 29, the total loss estimated at \$110,000 with \$65,000 insurance. The fire is supposed to have started in the elevator. About 25,000 bushels of wheat were consumed and \$40,000 worth of flour.

## OBITUARY

Frank W. Shattuck, a grain merchant of Natick, Mass., and a member of the Boston Chamber of Commerce, died on April 15.

J. S. Ritter, a well known grain dealer at North Bend, Neb., was instantly killed by a passenger train at Chapman, Neb., recently.

W. R. Shropshire, one of the oldest grain brokers at Atlanta, Ga., died last month, aged sixty-six years. An account of his career is given elsewhere in this issue.

Henry Schwartz, aged sixty-five years, a member of the Commercial Exchange, died at his home in Camden, N. J., on April 19. A wife and daughter survive him.

Frank S. Walker, aged fifty-five years, for many years a grain broker, died at his home in La Crosse, Wis., on April 24. He is survived by his wife and two daughters.

N. T. Robinson, a member of the Boston Chamber of Commerce, died at his home in Boston on April 24. Mr. Robinson was a well known member of the grain and hay trade.

Frank W. Dickinson, member of the hay and grain firm of Dickinson Bros. at Humboldt, Kan., died of Bright's disease, aged forty-five years. He was a prominent Mason.

John MacLean, head of the John MacLean Grain Company, Winnipeg, Man., died in April, aged sixty years. He had been associated with the Winnipeg Grain Exchange for many years.

Alfred J. McQuiston, aged 59 years, died at his home in Saltsburg, Pa., recently. He had been engaged in the grain business. His widow, three daughters and one brother survive him.

N. W. Gilbert, a member of the firm of Gilbert Bros., grain and coal dealers at LeMars, Iowa, passed away last month, following a long illness. Mr. Gilbert was a native of New York state where he was born in 1836. He settled in LeMars in 1877 and engaged in the coal business, later adding a grain department. He retired from business about

ten years ago. He is survived by a wife and five children.

L. Broderick, manager of the Farmers' Co-operative Elevator at Armstrong, Iowa, was accidentally killed on April 14, when a gun he was placing in a case discharged. He leaves a wife and three children.

James Tracy of Conshohocken, Pa., died on April 19, in his eightieth year. Mr. Tracy conducted a general hay and grain business and had been a member of the Philadelphia Commercial Exchange since 1867.

Charles J. Dwight, head of the Dwight Seed Company having offices at Reading, Pa., died recently at his home in Mt. Penn, Pa. Mr. Dwight was one of the leading seed merchants of central Pennsylvania.

A. W. Reeder of the firm of John Reeder & Son, grain dealers at Lena, Ill., passed away at his home in that place, recently, after a brief illness from heart failure. He was 41 years of age and is survived by his parents.

E. A. Powers, aged fifty-five years, died at Toledo, Ohio, on April 15, following an operation. Mr. Powers was an elevator owner and banker of Genoa, Ohio. He was formerly auditor of Ottawa County and was well known in Toledo business circles.

Dietrich Cordes, a charter member of the St. Louis Merchants' Exchange, passed away last month, aged seventy-five years. He retired from business about five years ago but previous to that he had been engaged in the feed business for forty-five years.

H. W. Stone, member of Atwood-Stone & Co., grain commission merchants at Minneapolis, Minn., died recently, following a sudden attack of heart failure. Mr. Stone was born in Waupun, Wis., sixty-four years ago, and had lived in Minneapolis the past four years. In 1874 he went to Benson, Minn., and resided there until his removal to Minneapolis. From Benson, Mr. Stone was sent to the State Legislature for several terms. He was president of the



Swift County Bank at Benson and had conducted general merchandise stores at various points in Minnesota. He is survived by his wife, two sons and a daughter.

Mathew Rone Sellers, pioneer grain dealer, died at Port Arthur, Ont., on April 14. For twenty years, he was superintendent of the Canadian Pacific Elevators at Fort William, but in later years was engaged in the grain business with his son under the name of M. Sellers & Son.

James P. Hayward, aged sixty-five years, died at his home in Cropsey, Ill., on April 25. Mr. Hayward went to Cropsey from Kansas about two years ago to take a position with the Hayward Bros. Grain Company as buyer and manager. He leaves his wife, one daughter, and two brothers.

Adolph Kalter, aged sixty-nine years, a retired grain dealer, was stricken with heart failure while walking on the street at St. Louis, Mo., on April 24 and died before a doctor reached him. He retired from active business life about five years ago. He is survived by three daughters and two sons.

John M. White, aged eighty-seven years, well known grain man, died at his home in Chicago on May 3. Mr. White had been a member of the Chicago Board of Trade for nearly half a century. He was born in Cincinnati, Ohio, and came to Chicago more than sixty years ago. Three children survive him.

Eli E. Heiple, a pioneer resident and grain dealer of Washington, Ill., died at his home in that place after a brief illness on April 30, aged eighty-two years. Mr. Heiple was busily engaged in his elevator, apparently in his usual vigorous health, a few hours before his death. He was born in Pennsylvania in 1830 and settled in Illinois in 1857. Years ago, he entered the grain, coal and stock business at Washington, in partnership with H. Mahle. He was a member of the Lutheran Church and took a leading part in the affairs in the community in which he lived. He is survived by his widow, two sons, twelve grandchildren and two great-grandchildren.

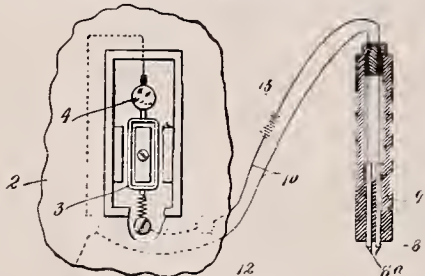
## GRAIN TRADE PATENTS

Issued on April 15, 1913

Apparatus for Aerating Grains or Grain Materials.—Ludwig Topf, Erfurt, Germany. Filed Oct. 15, 1912. No. 1,058,812.

Device for Indicating Moisture in Grain, etc.—Anthony Zeleny, Minneapolis, Minn. Filed Nov. 20, 1908. No. 1,059,099. See cut.

Claim.—An apparatus for determining the amount of moisture in different materials, comprising a source of electrical energy, a galvanometer connected to said source and having a scale graduated to indicate per-



centages of moisture, a portable hand piece, and a pair of separated electrodes mounted in said hand piece and provided with detachable points, and which electrodes are connected to said galvanometer and when brought into contact with the material in which the amount of moisture is to be determined, complete an electric circuit through said galvanometer and cause a deflection on said galvanometer, the magnitude of which indicates the amount of moisture in such material.

Issued on April 22, 1913

Supporting-Idler for Belt Conveyors.—Samuel F. Joor, Chicago, Ill., assignor to Joor Engineering Company. Filed May 11, 1911. No. 1,059,965.

Issued on April 29, 1913

Bean and Pea Huller.—John D. Leathery, Harrisburg, Pa. Filed Dec. 11, 1912. No. 1,069,465.

Issued on May 6, 1913

Elevator-Bucket.—Oliver B. Finn, Colorado Springs, Colo. Filed May 9, 1911. No. 1,060,833.

Feeder for Automatic Weighing-Machines.—Charles D. Scott, Topeka, Kan., assignor to Percy E. Ginn, Winchester, Mass. Filed Jan. 10, 1912. No. 1,060,792.

Seed corn raised in the upper peninsula of Michigan brought high prices at a recent exhibition held at Menominee, Mich. One ear of fine corn was sold for \$1.25, while the least any ear brought was 35 cents.

Texas was the leading crop-producing state in 1912, having yielded \$407,160,000 in crops. Illinois ranked second with an aggregate production of \$289,326,000, and Iowa and Missouri were third and fourth with crop values of \$284,395,000 and \$196,968,000, respectively.

## For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### ELEVATORS AND MILLS

#### ELEVATORS FOR SALE

Only elevators at two good Kansas wheat stations. Write J. JACOBSON, Formoso, Kan.

#### HOW TO SELL YOUR ELEVATOR

If you wish to sell your elevator promptly and quietly, write me, giving all the information. Must be worth the money. JAMES M. MAGUIRE, Campus, Ill.

#### ELEVATORS FOR SALE

Have a nice lot to select from at prices from \$3,000 up. Write and let me know how much you wish to pay. Am sure I can suit. JAMES M. MAGUIRE, Campus, Ill.

#### MUST SELL TO CLOSE ESTATE

A 10,000-bushel modern elevator, not two years old. Capacity easily doubled, if desired. Rich wheat country; big flour business; seed, feed, fuel and good side lines. On Wabash R. R. in Missouri. MODERN ELEVATOR, Box 2, care "American Elevator and Grain Trade," Chicago, Ill.

#### FINE TERMINAL PLANT FOR SALE

Grain Elevator property for sale at Harvey, Ill., on Grand Trunk Railroad. Description: 10 fire-proof storage tanks, capacity 250,000 bushels; bleaching tower; boiler house and boiler; office; motors; machinery; electric switches; concrete foundation for working house, etc. Direct and belt connections with all railroads. Address H. W. ROGERS & BRO., Western Union Bldg., Chicago, Ill.

#### FOR SALE

Machinery and equipment complete of 1,500-barrel mill, Nordyke & Marmon Sifter System; is all nearly new, having been used only two years. Will sell all together, or any part of same. The equipment includes 150-horsepower Hamilton Corliss Engine and one 1,000-horsepower Reynolds Corliss Engine, vertical. HARTZ MACHINERY CO., 607 Arch St., Philadelphia, Pa.

#### FOR SALE OR RENT

Terminal elevator at Oklahoma City, Okla., with large storage capacity. Equipped with 100-ton track scale, 50-ton hopper scale, wagon and platform scales, corn sheller, clipper, cleaners and feed rolls. Motive power: 125-horsepower, one 20-horsepower, one 15-horsepower, one 7-horsepower electric motors. One 40-horsepower boiler to operate Hess Drier. This elevator is on private property with trackage on both sides, and has free switching to four trunk lines. This affords a splendid opportunity for a live grain firm to acquire and operate an elevator in a live and rapidly growing city, the gateway to the South. Would take good land in part payment. If interested, write J. C. PEARSON, Marshall, Okla.

### MACHINERY

#### FOR SALE CHEAP.

One 25-horsepower gas, gasoline and oil engine, used about one week. FRANK CIZEK, Germania, Pa.

#### FOR SALE CHEAP

One 26-horsepower Callahan Gas or Gasoline Engine, nearly new, with clutch, pulley and magneto. SOUTHWESTERN MFG. CO., Oklahoma City, Okla.

### MACHINERY

#### ENGINE FOR SALE

One 30-horsepower Foos Gasoline Engine, almost new. Good reason for selling. HENRY EDELMAIER, Hooper, Neb.

#### FOR SALE

One 25-horsepower, Otto Gasoline Engine, in good running order. Price, with battery ignition, \$350; magneto ignition, \$375. THOMPSON & SONS MFG. CO., Beloit, Wis.

#### GASOLINE ENGINES FOR SALE

Power users—Gasoline engine bargains from 1 to 100-horsepower. Get our big list and state your power requirements before you buy. BADGER MOTOR CO., Milwaukee, Wis.

#### GAS ENGINE FOR SALE

A double tandem automatic gas engine, 250 horsepower on natural gas, or 200 horsepower on producer gas. We are prepared to offer a great bargain. PHOENIX IRON WORKS COMPANY, Meadville, Pa.

#### SCALE FOR SALE

One 6-bushel Richardson Automatic Scale with residue ware, used only a few months. If taken immediately, \$275 f. o. b. Davenport. For full particulars, etc., address DICK R. LANE, Trustee, Davenport, Iowa.

#### FOR SALE

A 35-horsepower 2-cylinder gas engine with gas producer direct connected to a 350-light dynamo (110 volts). Can be seen running; in fine condition. Reason for selling. J. KRAL, 1153 W. 18th St., Chicago, Ill.

#### BOILER FOR SALE

One 100-horsepower Kewanee Boiler; 60 inches x 18 feet, 54-inch flues. This boiler is in first-class condition—can be loaded promptly. For full particulars, price, etc., address DICK R. LANE, Trustee, Davenport, Iowa.

#### FOR SALE

A 50-horsepower gas producer power plant. Fairbanks-Morse make, first-class condition. The most economical power for mills and elevators. The producer is oversize and insures steady and efficient running at all times. Burns hard coal screenings. Have no further use for it and will sell it cheap. Can be seen running. C. E. DINGWALL CO., Milwaukee, Wis.

## Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

#### TEXAS BARGAIN

A 900-acre stock farm on river. Best country home in this part of Texas. All or part; terms. M. H. FRANCIS, Anson, Tex.

#### BUSINESS PROPERTY FOR SALE

Located in the best place in the best town in south Arkansas for a wholesale and retail business, being situated in the town of Camden, with her three railroads and water navigation the year 'round when locks and dams are finished. This property has a frontage of 300 feet on Main and Arch streets, fronting Iron Mountain's new passenger and freight station, with a brick building, 60x95, and one ironclad building and a new electric 15-horsepower grist and feed mill just installed. Ideal for milling and grain elevator. A splendid and permanent opportunity for investment. Easy terms. For further information, see S. A. ROWLAND, Camden, Ark.



## LUMBER MUST BE SACRIFICED

All oak and white pine Elevator Cribbing, Timbers and Flooring from Rock Island Elevator now being wrecked at 13th Street and Chicago River, Chicago. Special prices on car load lots. RUEL WRECKING CO., 7337 Stony Island Ave., Chicago, Ill. Phone Hyde Park 1659.

## BUILD AN ELEVATOR

Delta, Utah, is the commercial center of 100,000 acres of fertile land fast coming under cultivation. On the main line of S. P. L. A. & S. L. R. R. Fine opening for an elevator. Other business opportunities. If interested, correspond with DELTA LAND & WATER COMPANY, Judge Bldg., Salt Lake City, Utah.

## POSITIONS WANTED

## WANTED

Position as manager of an elevator in a town where there are good schools. Illinois, Iowa or Missouri preferred. Age 34, steady, and have had seven and a half years' experience at one station. Can give good references. J. E. RAYMOND, Walnut Grove, Ill.

## HELP WANTED

## WANTED

A strictly high grade Scandinavian grain buyer for good town in North Dakota. Must have clear record, with experience in handling country elevators, and be a good judge of grain and a business getter. Good salary for right man. WOODWORTH ELEVATOR CO., 507 Chamber of Commerce, Minneapolis, Minn.

## WANTED—FIRST-CLASS GRAIN BUYERS

To operate country elevators in Minnesota, North Dakota and Montana. Give references and experience. 251 CHAMBER OF COMMERCE, Minneapolis, Minn.

## BAGS

## SECOND HAND BAGS FOR SALE

Second hand bags for your purpose and guaranteed to answer your wants. We also buy them. Quotations promptly submitted. Write and get results. HARTENFELD BAG CO., Chicago, Ill.

## FOR SALE—BURLAP BAGS OF EVERY KIND

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc.

Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

## ELEVATORS WANTED

## WANTED

To hear from owner of good elevator for sale. Send description and price. NORTHWESTERN BUSINESS AGENCY, Minneapolis, Minn.

## 10 VITAL ISSUES

We invite requests for the 10 issues of the Wagner Twice Monthly letter that cover the April to August crop raising season. Ten issues sent on request. Will contain crop reports from 700 correspondents and understandable statistics bearing on future market changes. Send names of your friends.

**E. W. WAGNER & CO.,** Board of Trade  
ESTABLISHED 1 CENTURY CHICAGO

Edward P. McKenna John A. Rodgers

**McKENNA & RODGERS**  
COMMISSION MERCHANTS

Grain and Provisions, Shippers of Corn and Oats

61 Board of Trade, CHICAGO

Consignments given Special Attention Phone Harrison 7228 Orders in Futures carefully executed

Grain and  
Seeds

## FOR SALE

Alfalfa seeds, highest grades; also red clover and timothy seeds. Write us. C. A. SMURTHWAITE GRAIN & MILLING COMPANY, Salt Lake City, Utah.

## FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.



Founded 1860

Largest Dealers of  
ALFALFA SEED  
in the World

Wisconsin Grown Red and Alsike Clover and Timothy, Seed Corn and Millets

**Rosenberg & Lieberman**  
MILWAUKEE, WIS.

## SEEDS WANTED

We solicit correspondence from shippers or dealers who are in position to offer us, or can secure for us, Timothy, Red, Alsike or Alfalfa, Clover, Millet, Red Top or other Field Seeds. Write us, with crop news, samples, and other information as to production of seed and approximate values in your section. Please refer to this advertisement.

## ILLINOIS SEED CO.

1521-1535 Johnson St.

CHICAGO, ILL.

Workmen's Compensation or  
Employer Liability Insurance

## Protects you from

liability imposed upon you by the Illinois Workmen's Compensation Law. Write for rates and information.

**BALSLEY BROS.**  
GENERAL INSURANCE AGENCY,  
SPRINGFIELD, ILLINOIS

## ROOFING AND SIDING

## SYKES STEEL ROOFING CO.

114 W. 19th Place, Chicago

## MAKERS OF FIREPROOF WINDOWS

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

**Corrugated Iron and  
Metal Roofing  
For Grain Elevators**

And take contracts either for material alone or job completed  
Write us for prices. We can save you money.

## What's the Difference?



Equally Efficient

Money Saved

GUMP'S BARGAIN LIST OF REBUILT  
SECOND-HAND MACHINERY

The Largest Stock of Rebuilt Flour Mill Machinery in the World.

## PARTIAL LIST.

## DOUBLE ROLLER MILLS.

Two Dble. 10x42 Allis Mills, almost new.  
Two Dble. 10x36 "Gray Wolf" Mills.  
ALLIS — Eight 9x30; Nine 9x24;  
Fourteen 9x18; Four 9x14; Three 9x11;  
One 6x12.

## NORDYKE &amp; MARMON

Three 7x14; Two 6x16; Five 6x12.

## SINGLE MILLS.

9x8 and 9x18 Allis; 9x24 Stevens;  
9x18 Odell; 10x24, 12x24 and 12x30  
Downton; 6x18 Case; 12x30 Allis Flaking Roll; Milwaukee, Post Roll.

## ROLLER FEED MILLS.

9x30 Wolf; 9x24 Noye; 9x24 Nordyke & Marmon;  
9x24 Acme; 9x18 Dawson; 9x18 Barnard & Leas; all three pair high.

9x18 Allis; 9x30 Wolf; 7x14 Hutchison; 9x18 Barnard and Leas, two pair high.

No. 0 Willford; 6x12 and 6x15 Monitor Three-Roller Mills.

CHILLED IRON ROLLS.—All sizes on hand to fit any standard make of mill. We guarantee all Rolls sold by us to be not more than 1/4-inch under size.

BUHR STONES.—All sizes from 30 to 54-in. diameter, inclusive.

BUHR-STONE MILLS.—18-inch Planter's Pride; 22-inch Farm and Plantation; 16-inch, 20-inch and 24-inch Monarch; 24-inch Kaestner; 24-inch Triumph; 30-inch Harrison; 30-inch Kaestner; all vertical; 14-inch Obenchain; 20-inch Nordyke; 20-inch Richmond; 30-inch Munson, Bradford and Richmond and Queen of the South; 36-inch Bradford and Nordyke & Marmon, all under-runner mills. Four 48-inch Iron Frame Emery Hulling Stone Mills.

## CORN SHELLERS.

No. 1, No. 2 and No. 4 Victor.  
No. 2, No. 2 1/2 and No. 4 Western.

No. 2 1/2 Class A Western.

Joliet, No. B Standard and One small Whitman.

No. 0 and No. 1 Victor, comb. Sheller and Cleaner.

No. 2 and No. 2 1/2 Western Rolling Screen Corn Cleaners.

## CENTRIFUGAL REELS.

LITTLE WONDER.—One 7x12; Four 8x14; One 7x18; Two 8x18; One 8x24.

G. T. SMITH.—One No. 0, Three No. 1 and One No. 4.

ALLIS.—One No. 00, Two No. 2, One No. 4, Three No. 1 and Two No. 3, Allfree; Two No. 1 and Two No. 2 Gorton.

## SEPARATORS.

MILLING.—One No. 1, One No. 3, One No. 3 1/2, One No. 4 and One No. 4 1/2 Barnard's; One No. 177 New Barnard's Double Side-Shake for Winter Wheat; One No. 3 and One No. 198 Eureka; Three No. 4 Monitor.

WAREHOUSE.—One No. 1 and Two No. 4 Monitor Receiving; One No. 3 and Two No. 8 Eureka Elevator.

## EVERYTHING FOR FLOUR AND FEED MILLS.

Write for "GUMP BARGAIN BOOK," No. 5, which gives a complete list of machinery on hand, with net price on each one.

Agents for: Dufour Silk Cloth, Russell Cotton Belt, Tyler Wire Cloth.

Roll Corrugating and Grinding a specialty.

PIONEERS IN THE REBUILDING OF FLOUR MILL MACHINERY





## GRAIN RECEIVERS

## PHILADELPHIA

**L. F. MILLER & SONS,**  
Receivers and Shippers of  
**GRAIN, FEED, SEEDS, HAY, ETC.**  
OFFICE: 2931 N. BROAD ST., PHILADELPHIA, PA.  
CONSIGNMENTS SOLICITED. Special attention given to  
the handling of CORN AND OATS.  
REFERENCES: { Manufacturers' National Bank, Philadelphia, Pa.  
Union National Bank, Westminster, Md.

**E. E. DELP GRAIN CO.**  
**GRAIN AND FEEDS**  
453 BOURSE PHILADELPHIA, PA  
ELEVATOR, TRANSFER HOUSE AND MILLS:  
BOURBON, INDIANA

## MILWAUKEE

O. MOHR, Mgr. G. C. HOLSTEIN, Sec'y-Treas.  
**Mohr-Holstein Commission Co.**  
29 Chamber of Commerce  
MILWAUKEE  
Sample Grain a Specialty  
BRANCH OFFICES AT CHICAGO AND MINNEAPOLIS

## KANSAS CITY

R. J. THRESHER, Pres. L. A. FULLER, Sec'y  
**THRESHER-FULLER GRAIN CO.**  
Grain Commission Merchants  
CONSIGNMENTS SOLICITED  
Grain Bought and Sold for Future Delivery  
311-14 Board of Trade KANSAS CITY, Mo.

## INDIANAPOLIS

**The Bassett Grain Co.**  
**INDIANAPOLIS**  
Telephones 80 615-616 Board of Trade

**The Mutual Grain Company**  
**GRAIN COMMISSION**  
618 Board of Trade, INDIANAPOLIS, IND.  
Careful attention to all shipments

## PEORIA

**P. B. & C. C. MILES**  
Established 1875 Incorporated 1910  
**PEORIA, ILL.**  
Handling Grain on Commission  
Our Specialty

A. G. TYNG, Jr. D. D. HALL  
**TYNG, HALL & CO.**  
Grain and Commission  
Merchants  
Rooms 33 and 35 Chamber of Commerce  
PEORIA, ILLINOIS

C. W. Buckley. Thos. J. Pursley  
**Buckley, Pursley & Co.**  
COMMISSION MERCHANTS  
GRAIN, HAY AND SEEDS  
PEORIA, ILL.  
References { First National Bank, Peoria, Ill.  
Commercial German National Bank, Peoria, Ill.

**W. W. Dewey & Sons**  
**GRAIN COMMISSION**  
26 Chamber of Commerce, PEORIA, ILL.  
Prompt personal attention given to  
Consignments and orders for grain.

We Get Continuous Chicago Markets. Private Wires to all Points.  
**T. A. GRIER & CO.**  
Grain Shipping and Commission Merchants  
We Furnish Bids on Grain to Arrive  
and Also Solicit Consignments.  
18-22 Chamber of Commerce, PEORIA, ILL.

**RUMSEY, MOORE & CO.**  
**GRAIN COMMISSION**  
Board of Trade Bldg. PEORIA, ILL.

LOUIS MUELLER L. L. GRUSS  
**MUELLER GRAIN CO.**  
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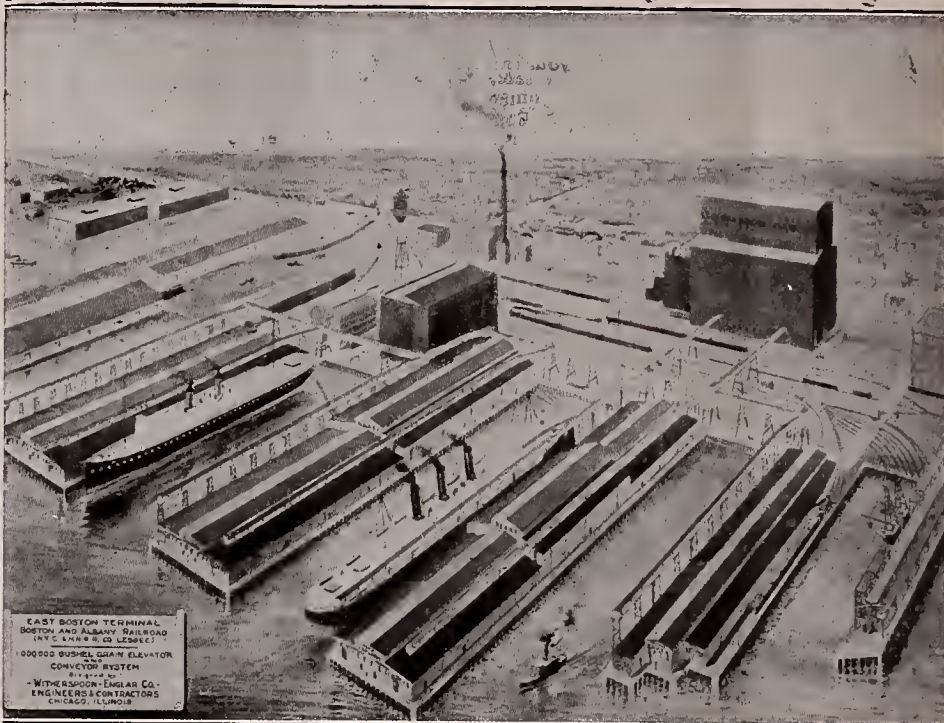
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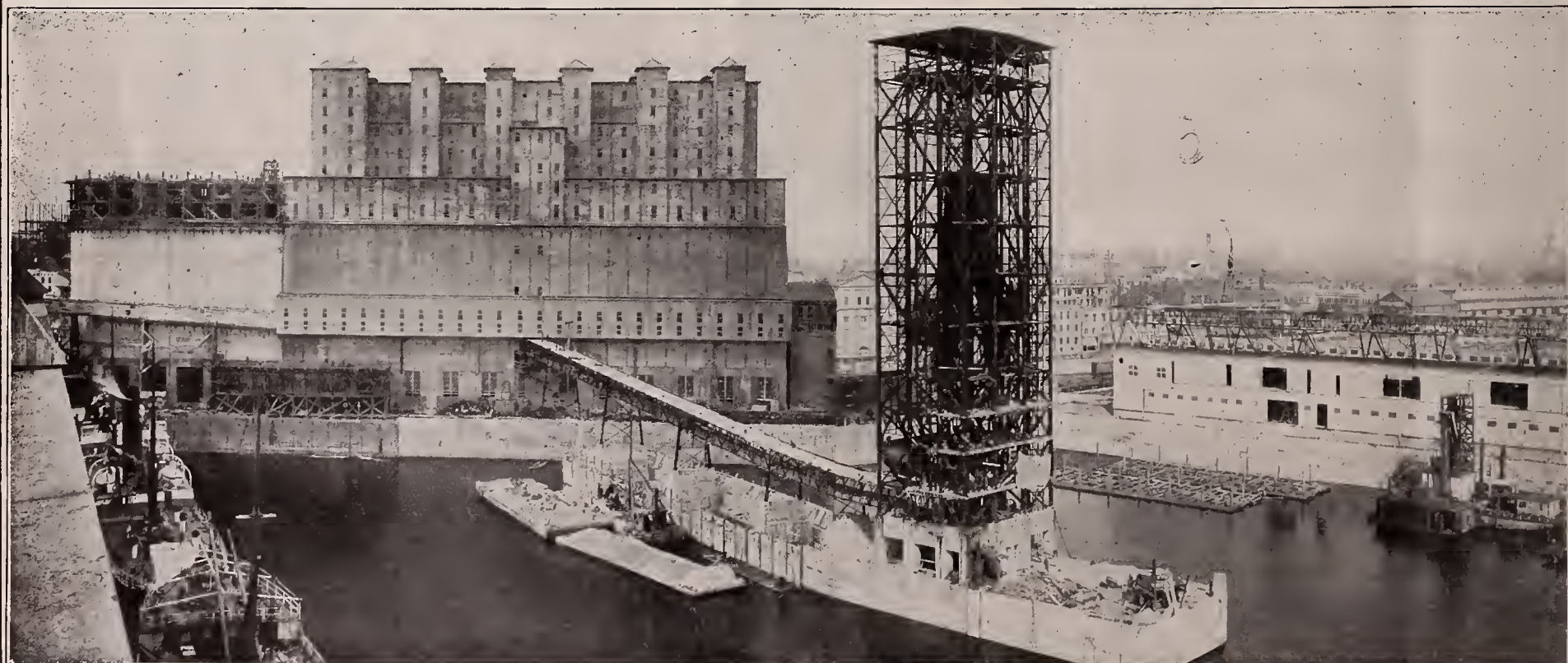


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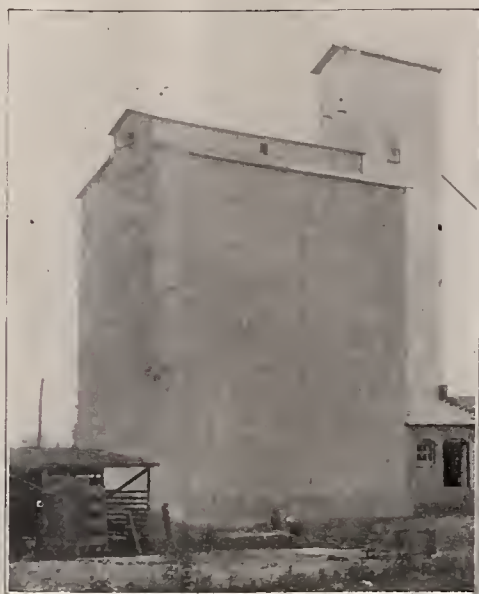
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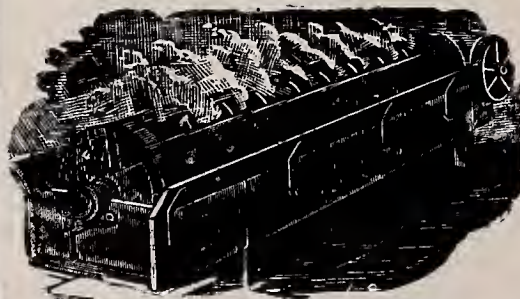
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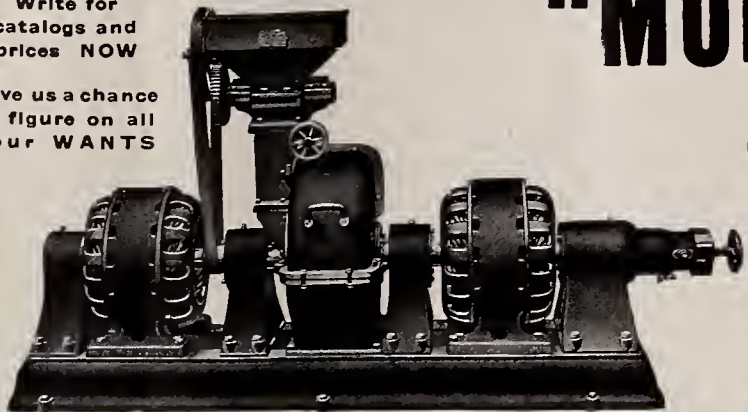
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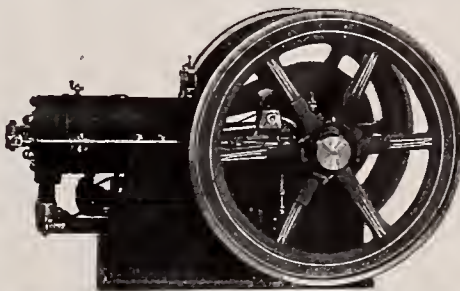
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Dole & Co., J. H., commission merchants.\*  
Fraser Co., W. A., grain commission.\*  
Freeman & Co., Henry H., hay, straw and grain.†  
Freeman & Co., M. M., hay, straw, grain.  
Gerstenberg & Co., grain and seeds.\*  
Griffin & Company, J. P., grain commission.  
Hooper Grain Co., receivers and shippers.\*  
Hulburd, Warren & Chandler, com. merchants.  
Illinois Seed Co., seed merchants.  
Kempner Company, Adolph, commission merchants.  
Lamson Bros. & Co., commission merchants.\*  
McKenna & Rodgers, commission merchants.\*  
Albert Miller & Co., hay and produce.†  
Nye & Jenks Grain Co., commission merchants.\*  
Paynter, H. M., grain commission.  
Pope & Eckhardt Co., grain and seeds.\*  
Rosenbaum Brothers, receivers and shippers.\*†  
Rosenbaum Grain Co., J., receivers and shippers.  
Rumsey & Co., commission merchants.\*  
Sawers Grain Co., grain commission.\*  
Schiffin & Co., Philip H., commission merchants.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Somers, Jones & Co., commission merchants.\*  
Van Ness, Gardiner B., grain commission.\*  
Vehon & Co., M. L., commission merchants.  
Wagner & Co., E. W., receivers and shippers.\*  
Ware & Leland, grain and seeds.\*  
Wilson & Co., B. S., grain, seed and provisions.\*  
Winans & Co., F. E., grain and field seeds.

\*Members Grain Dealers' National Association.

### COLUMBUS, OHIO.

McAlister, Jas. P., & Co., shippers grain and hay.

### CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain and seeds.\*†

### CROWLEY, LA.

Lawrence Brothers Co., Ltd., grain, nutriline feed.

### DES MOINES, IOWA.

Lockwood Grain Co., B. A., flour and grain dealers.\*

### DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.\*

### DETROIT, MICH.

Dumont, Roberts & Co., receivers and shippers.\*

### FORT WAYNE, IND.

Bash & Co., S., grain and seeds.  
Egley-Doan Elevator Co., grain, seeds, hay.\*†  
Niezer & Co., grain, hay, straw, seeds, coal.\*†

### FOSTORIA, OHIO.

Ward Grain Co., dealers and brokers.\*

### GREENVILLE, OHIO.

Grubbs Grain Co., E. A., buyers and shippers.\*

### HARRISBURG, PA.

Harrisburg Feed and Grain Co., grain and feed.†

### INDIANAPOLIS, IND.

Boyd, Bert A., grain commission.\*  
Mutual Grain Co., grain commission.\*  
Witt, Frank A., grain commission and brokerage.

### JACKSONVILLE, FLA.

Wilson & Parker Co., commission merchants.\*†

### KANSAS CITY, MO.

Thresher-Fuller Grain Co., grain commission.\*

### LANCASTER, PA.

Eby & Son, Jonas F., receivers and shippers.†

### LOUISVILLE, KY.

Callahan & Sons, receivers and shippers.\*  
Thomson & Co., W. A., receivers and shippers.

### MILWAUKEE, WIS.

Bell & Co., W. M., commission merchants.\*  
Donahue-Stratton Co., buyers and shippers.\*  
Franke Grain Co., receivers and shippers.  
Mereness & Potter Co., grain and seeds.\*  
Mohr-Holstein Commission Co., grain commission.  
Rialto Elevator Co., grain receivers and shippers.

### MINNEAPOLIS, MINN.

McCaull-Dinsmore Co., commission merchants.\*  
Minneapolis Seed Co., seeds.  
Quinn, Shepherdson Co., grain commission.\*

### NEW CASTLE, PA.

Hamilton, C. T., hay, straw, grain, millfeed, produce.†

### NEW ORLEANS, LA.

Leonhardt & Co., A. F., grain and hay.\*†

### NEW YORK, N. Y.

American Hay Company, hay.†  
Brooklyn Hay & Grain Co., hay, straw and grain.†  
Forbell & Co., L. W., commission merchants.\*†  
Keusch & Schwartz Co., grain commission.\*  
†Members National Hay Association.

### NORFOLK, VA.

Cofer & Co., Inc., J. H., grain.\*  
Cofer, Vernon L., hay, grain, feed.\*†  
LeGrand & Burton, grain and hay brokers.†  
Reed & Bro., Inc., D. P., hay, grain, mill feeds.\*

### OMAHA, NEB.

Cavers Elevator Co., receivers and shippers.\*

### PEORIA, ILL.

Bowman & Co., Geo. L., grain commission.  
Buckley, Pursley & Co., commission merchants.\*  
Dewey & Sons, W. W., grain commission.  
Feltman, C. H., grain commission.†  
Grier & Co., T. A., grain commission.  
Miles, P. B. & C. C., grain commission.\*†  
Mueller Grain Co., receivers and shippers.†  
Rumsey, Moore & Co., grain commission.\*  
Tyng, Hall & Co., grain commission.\*

### PHILADELPHIA, PA.

Delp Grain Co., E. E., grain and feeds.\*†  
Lemont & Son, E. K., hay, grain, mill feeds.\*†  
Miller & Sons, L. F., receivers and shippers.\*†  
Richardson Bros., grain, flour, mill feeds.\*

### PITTSBURG, PA.

Heck & Co., W. F., receivers and shippers.†  
McCaffrey's Sons Co., Daniel, grain and hay.\*†  
McCague, R. S., grain and hay.\*†  
Morgan, H. G., hay and grain.†  
Stewart & Geidel, D. G., grain, hay and feed.†

### RICHMOND, VA.

Adams Grain & Provision Co., receivers shippers, exporters.\*†  
Beveridge & Co., S. T., grain, hay, feed, seeds.\*†  
Richardson, Jr., Co., Inc., W. F., grain and feeds.\*

### SAGINAW, MICH.

The Henry W. Carr Co., receivers and shippers.\*†

### SALT LAKE CITY, UTAH.

Smurthwaite Grain & Milling Co., C. A., grain, flour, hay, seeds.

### SIOUX CITY, IOWA.

McCaull-Dinsmore Co., grain.

### ST. LOUIS, MO.

Elmore-Schultz Grain Co., receivers and shippers.  
Mullally Commission Co., John, com. merchants.\*†  
Picker & Beardsley Com. Co., grain, hay and seeds.\*†  
Prunty, Chas. E., grain and seeds.

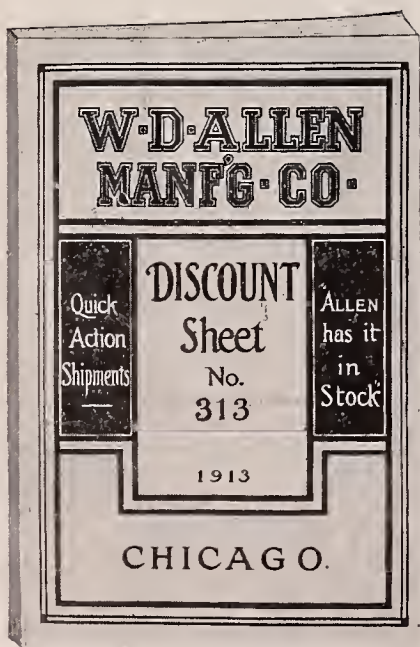
### TOLEDO, OHIO.

Devore & Co., H. W., grain dealers.  
The Goemann Grain Company, grain merchants.\*†  
King & Co., C. A., grain and seeds.\*  
Paddock-Hodge Co., receivers and shippers.\*  
Raddatz & Co., H. D., grain and seeds.  
Southworth & Co., grain and seeds.\*†  
Wickenhisser & Co., John, grain dealers.  
Zahm & Co., J. F., grain and seeds.\*

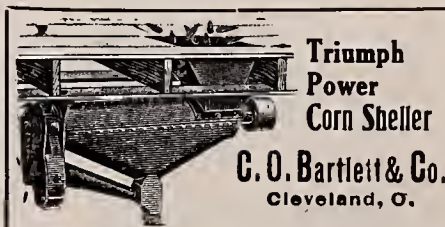
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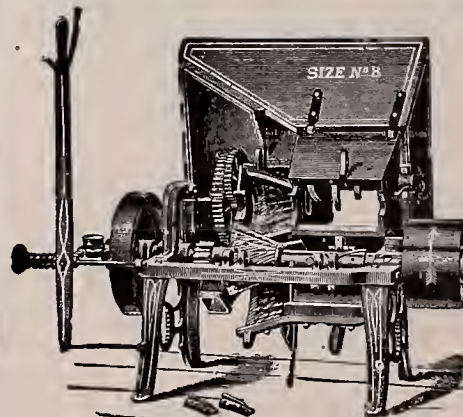


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HIGH QUALITY FAIR PRICES  
PEERLESS FEEDER COMPANY  
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Ohio Representative Union Iron Works

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(Sold with or without soaking elevator)



It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS, DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

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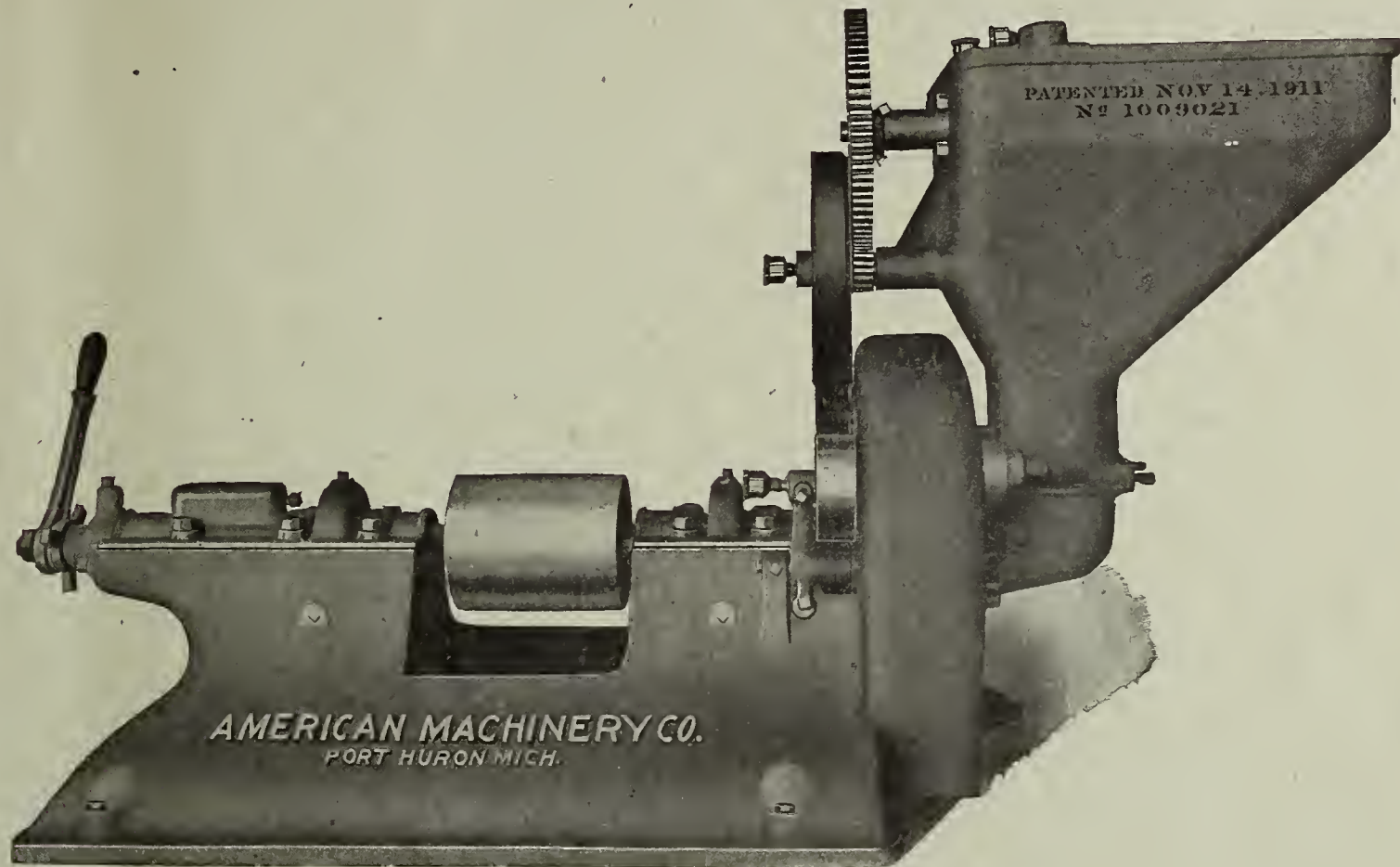
Circular sent for the asking.

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**Shaft**—The Shaft is 50 point carbon steel, hot hammered, accurately ground, turned and planished.

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**Power Required**—The power required to operate our Mill is one-third to one-half that required to operate the so-called Attrition Mills.

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**"Just the Power  
for Me."**

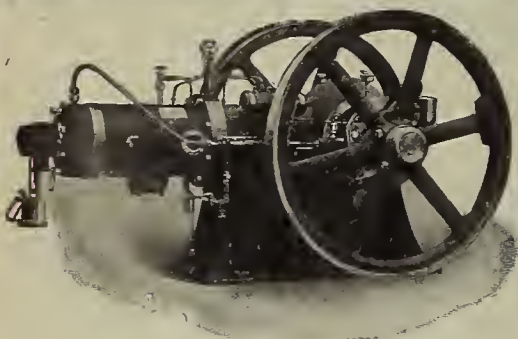
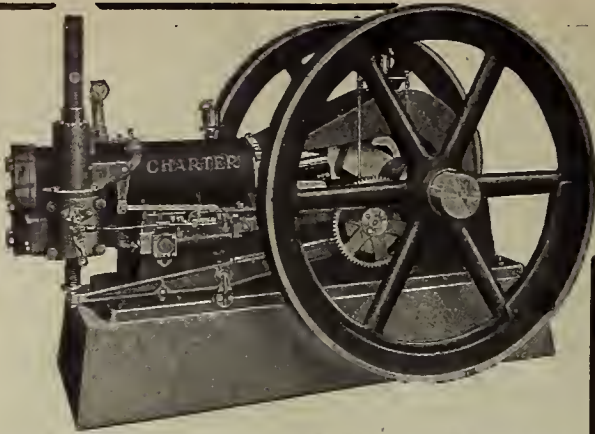
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Uses Crude Oil, Fuel Oil, Gas Oil, Solar Oil, Kerosene or Distillate.

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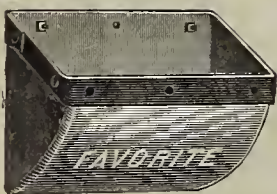
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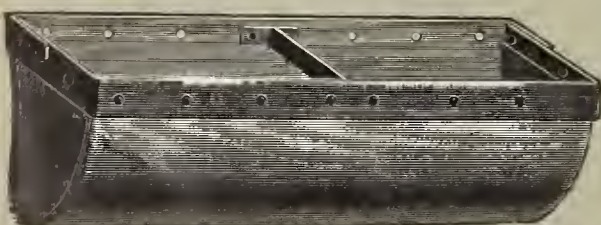
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